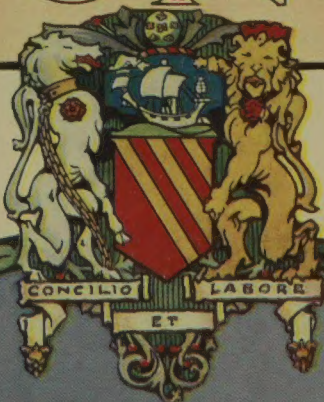


THE ILLUSTRATED LONDON NEWS

COMMERCE &

THE EMPIRE





HOME AGAIN, FROM VIRGINIA!

Wills's
GOLD FLAKE
CIGARETTES

10 for 6d.

W. D. & H. O. Wills, Branch of the Imperial Tobacco Company (of Great Britain and Ireland), Ltd.

Gx12

THE ILLUSTRATED LONDON NEWS

SPRING PATTERNS POST FREE

LIBERTY NEW DRESS COTTONS

FROM **1/4** A YARD

THE MOST INTERESTING COLLECTION OF BEAUTIFUL DESIGNS AND
COLOURINGS IN THE WORLD. LIBERTY & CO. LTD. REGENT ST, LONDON. W.

AUSTRALIA BY THE ORIENT LINE

Under Contract to carry His Majesty's Mails.

Calling at GIBRALTAR, TOULON, NAPLES,
PORT SAID, COLOMBO, FREMANTLE,
ADELAIDE, MELBOURNE, SYDNEY and
BRISBANE.

Through Tickets to NEW ZEALAND and TASMANIA.
Tickets interchangeable with other Lines.

HOLIDAY SEA TRIPS to Spain, Riviera and Italy.

	Tons.	London.	Toulon.	Naples.
ORVIETO	12,133	May 2	May 8	May 10
OSTERLEY	12,129	May 30	June 5	June 7
ORAMA	20,000	June 27	July 3	July 5
ORSOVA	12,036	July 25	July 31	Aug. 2
ORVIETO	12,133	Aug. 22	Aug. 28	Aug. 30
ORONSAY	20,000	Sept. 19	Sept. 25	Sept. 27
OSTERLEY	12,129	Oct. 3	Oct. 9	Oct. 11
ORMONDE	14,853	Oct. 17	Oct. 23	Oct. 25
ORMUZ	14,588	Oct. 31	Nov. 6	Nov. 8

Managers—ANDERSON, GREEN, & CO., LTD.,
Head Office: 5, Fenchurch Av., E.C.3. Branch Offices:
14, Cockspur St., S.W.1; No. 1, Australia House, Strand.

BIRMAL all-metal RACKETS



The BIRMAL PLAYS BETTER TENNIS!

Unaffected by weather conditions and affording
minimum wind resistance, the BIRMAL has been
accepted by all leading Tournament players as
the ideal all-weather racket. Needs no press.

35/-

Special leather grip, 2/6 extra
From leading Sports Outfitters.

BIRMAL RACKETS, Dartmouth Rd., Smethwick, Staffs.

ECONOMICAL IRISH TWEEDS & HOMESPUNS.

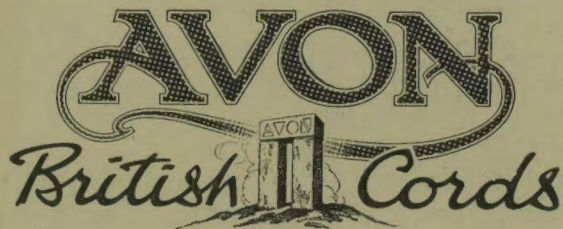
Hamilton's Irish Materials are made
from pure new wool in pleasing
designs: they give endless wear
and look smart all the time. Well-
dressed men and women everywhere
get the genuine material direct.

Sold in lengths or in garments tailored to
measure by men tailors. Our simple self-
measurement system ensures perfect fit:
satisfaction and safe delivery guaranteed.
Patterns and literature post free on request.
Write Desk 18.

THE WHITE HOUSE,
PORTRUSH, NORTH IRELAND.

No Branches or Agencies.

Every motorist should test for himself the new series



embodying specific improvements in tread, casing and
"cure," proven by high-speed tests on road and track.

Write for lists and name of nearest stockist to The Avon India Rubber Co., Ltd., 343/5, Euston Rd., London, N.W.1

OTARD'S

ESTABD 1795

The Brandy with a Pedigree

PARIS: ST. LAZARE STATION

Telegraphic Address: TERMINUS, PARIS

HOTEL TERMINUS

500 BEDROOMS WITH BATH OR RUNNING WATER

ENTIRELY RENOVATED.

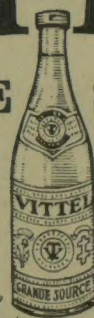
IN DIRECT CONNECTION WITH THE PLATFORMS OF
THE ST. LAZARE STATION.

DIURETIC MINERAL WATER

VITTEL

GRANDE SOURCE

The most efficacious treatment
for disorders caused by
URIC ACID GOUT
GRAVEL KIDNEY
AND
LIVER TROUBLES



Can be taken advantageously
with Wines and Spirits

Recommended by Physicians
25 MILLION BOTTLES
SOLD YEARLY

From all Hotels - Chemists Stores & The Vittel Mineral Water Co., 52 Charlotte Street, W.1.

ST. MORITZ

Engadine, SWITZERLAND

6000 ft. alt.
GOLF CHAMPIONSHIPS.
18-Hole Links.
International Lawn Tennis Matches.
Trout Fishing.

LEADING HOTELS—
THE GRAND HOTEL
THE KULM HOTELS
THE SUVRETTA
THE PALACE
THE CARLTON



HEAD MASTER,
ARNOLD HOUSE SCHOOL,
SOUTH SHORE,
BLACKPOOL.
12th February, 1925.

Messrs Charles H. Pugh Ltd.,
Whitworth Works,
Tilston Rd.,
BIRMINGHAM.

Dear Sirs,
I have used one of your 22" "Atco" Motor
Mowers for the last two or three seasons,
and have found it very satisfactory.
Lawns which I had the greatest difficulty
in getting mown once a week are now mown
in one day without any trouble.
There has been no breakdown of any moment,
and I consider the "Atco" Mower an efficient
machine fulfilling the claims that are
made for it.

Yours faithfully,

W. H. Pennington

Men who appreciate The **ATCO** MOTOR MOWER

No. 3. The Head Master.

The grounds, courts and sports fields of Public Schools are usually maintained in good condition—and this being so, the letter reproduced above, received from the Head Master of one of many such schools at which the ATCO Motor Mower is used, is interesting. The letter is but another proof of the value of the ATCO as a means of turf maintenance with economy and expedience.

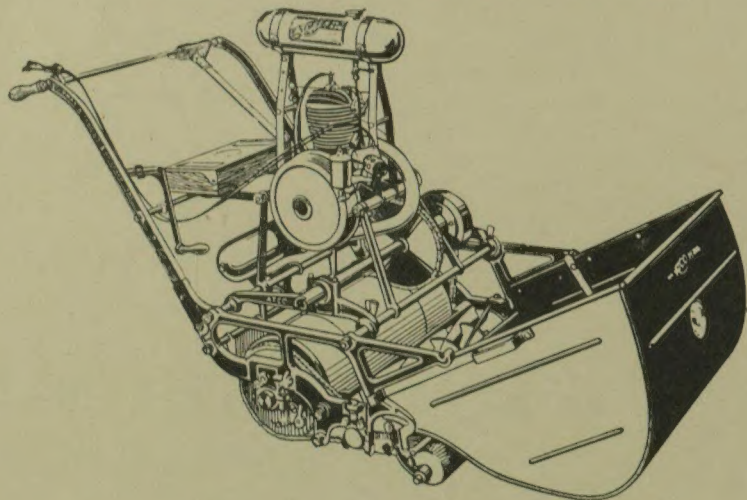
If you have grass to keep in order let us demonstrate the ATCO Motor Mower to you on your own grass. You will not incur any obligation in arranging this free demonstration.

16 inch Model £50. 22 inch Model £75.
30 inch Model £95.

5% for Cash in 7 days.
Personally delivered, and guaranteed for 12 months.

All who take a pride in their Lawns should send for free
ATCO Booklets "Turf Needs" and "Notes of Praise."

CHAS. H. PUGH, Ltd.,
Whitworth Works,
11, TILTON ROAD, BIRMINGHAM.



Linen Table Damask



LINEN DAMASK TABLE CLOTHS
No. I.L.N. 25. Pure Irish Linen double
damask table cloths and napkins. Design
Adams style. Can also be supplied in
ornament, Empire style.

2 x 2 yards	each	27/9
2 x 2 1/2 "	"	34/6
2 x 3 "	"	41/6

LINEN NAPKINS TO MATCH.

22 x 22 inches	dozen	31/6
24 x 24 "	"	36/6
26 x 26 "	"	42/6

THERE is nothing to surpass the
exquisite finish of double damask.
It possesses a dignity all its own,
and there is no finer background
for crystal, silver and beautiful
china. Robinson & Cleaver's
double damask is the first essential
to a beautiful table.

CATALOGUE AND SAMPLES
POST FREE ON REQUEST.

Let us send you a copy of our
Catalogue No. 40 D. We guarantee
all our goods, and pay carriage on
all orders of 20/- and upwards in the
U.K. Cash willingly refunded in
case of any dissatisfaction.

ROBINSON & CLEAVER
LINEN MANUFACTURERS LTD

LONDON BELFAST LIVERPOOL



Scotland Calling

IN THE EAST a man who has made a pilgrimage to Mecca has the right to stain his beard with henna, wear a green turban and put Hadji before his name.

A golfer who has made a pilgrimage to Scottish links shows no outward and visible sign (even in the cut of his plus fours) of the inward exaltation that is his: but let him meet a fellow-pilgrim, another "Golf Hadji"—then indeed the floodgates of eloquence are opened and the tide is at full. The talk is all of amazing turf, of natural hazards that brought down Sir Plus Four, of approach shots that lay dead where they fell, and eighteen holes that served only to kindle desire for another round.

Great LMS hotels stand by great Scottish golf links at Gleneagles at the gate of the Highlands, at Dornoch on the shores of the Moray Firth and at Turnberry beside the blue waters of the Firth of Clyde.

Scottish golf links are but a night's sleep from London in the best sleeping cars in the world.

Any of the following pamphlets on holidays in Scotland may be obtained from any LMS station or town office, or from the General Supt. Passenger Commercial, 11, Station Buildings, Derby.

Scottish Tourist Programme
Scottish Hotels and Apartments Guide
LMS Scottish Hotels Guide
LMS Highland Hotels Tourist Booklet
Romance of Scotland
Golfer's Guide to Scotland
Angler's Guide to Scotland
Clyde Coast Steamboat Excursions
Dumfries and Galloway

Edinburgh and the Scottish Borderland
The Ayrshire Coast
The Clyde Coast
The Central Highlands
Oban and the Land of Lorne
From the Grampians to the North Sea
Shores
Inverness and the Magic North
Strathspey and the Moray Firth

LMS

—The Main Line

EUSTON

H. G. BURGESS, General Manager

ST. PANCRAS

4711

SILENT TRIBUTE

FASTIDIOUS women favour "4711." It has a happy way of blending with one's individual type—seeming to take on a new meaning with each person.

Beyond its use as a delightful perfume, its subtle soothing fragrance revives and refreshes. Bathe the temples when you feel high strung or tired—sprinkled on the pillow it induces sweet slumber.

"4711" Eau de Cologne has won a place all its own in social life and home living.

Be particular in asking for "4711" It has the Blue and Gold Label.

OF ALL DEALERS IN HIGH CLASS
PERFUMES

2/6, 4/9, 8/9, 14/-, 15/-, 30/- & 56/- per bottle

Also you will wish to add to your Toiletries:

"4711" Bath Salts
1/6 & 2/6 per bottle

"4711" Soap
2/- Box of 3


"4711" Vanishing Cream
1/- & 2/- each

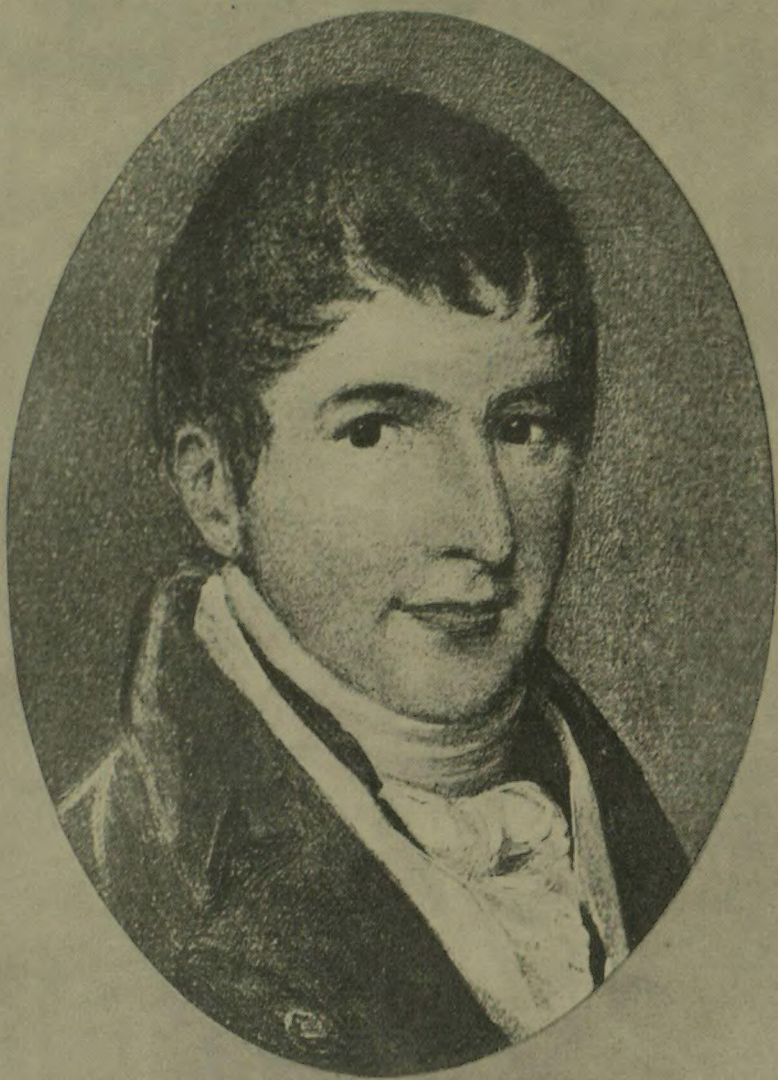
"4711" Cold Cream
1/6 & 2/6 each

For Men Folk

"4711" Shaving Stick (in aluminium case) 1/3



№4711.  Eau de
Cologne



John Horrocks ————— 1768-1804.

The Romance behind The Product

JOHN HORROCKS has been dead these six-score years, and the plan of his days completed; yet in the fruits of his heritage he lives to-day, and round the old Yellow Mill he built, still up-standing, continues activity in harmony with his tradition.

If the Fates had ordained that John Horrocks should be famous in his time, they matched him against men of noble stature. It may be that the Stork whispered these names to him, as a spur to achievement, for they lived in his time—Nelson, with his greatest battles yet to be won; Robert Burns, then a nine-year-old schoolboy; John Wesley, with half his life's work completed; Wellington, born a year later; Garrick, the actor; Johnson, of dictionary fame; Sheridan, writer of the "School for Scandal"; and, across the Channel, Napoleon, the bogey of Europe; across the Atlantic, George Washington, first President of the American Republic.

In 1768, when George III. was on the throne, John Horrocks was born. His father owned a small quarry at Edgeworth, a village near to Bolton, Lancashire.

Like most fathers, he wished his son to follow his calling, and, when John was able to handle chisel and mallet, he was put to the work of dressing and finishing millstones.

But in many Edgeworth homes an occupation calling for deft fingers and delicate touch was being followed—the spinning of cotton yarn on wheels made to whirr by means of foot treadles.

These wheels supplied yarn to the weavers of Lancashire; these wheels provided threads which the youthful

imagination of John Horrocks wove into a picture of Lancashire, prosperous and powerful, through the development of this primitive home industry.

About this period two new contrivances excited and alarmed the workers of Lancashire. Hargreaves' spinning jenny and Arkwright's spinning frame were conceived to save labour, and, for this reason, viewed with mistrust by all but a few men of vision, of whom John Horrocks was one. But, more than any other man of his time, Horrocks possessed the courage and energy to make use of these new inventions, and employ them to the full extent of their usefulness.

While still a youth in his 'teens, he obtained a few of the new-fangled frames, set them up in a corner of his father's office, and worked them in his spare time.

For a while he combined his hobby with his occupation of stone-dressing, but gradually the demand for Horrocks' spun yarn grew and grew, until he found it profitable to turn to cotton altogether.

At the very commencement of his career as cotton manufacturer, Horrocks set himself a high standard of quality which he maintained and fostered when machinery superseded the hand-loom. Travelling on horse-back to sell his yarns, he rapidly gained the goodwill of many Lancashire weavers.

One of his best customers was a Mr. Watson, owner of Preston's only factory, until a dispute over prices not only terminated the connection, but provided Horrocks, then a mere youth of twenty-two, with the idea of starting on his own as spinner and weaver of cloth. In January 1791, he commenced operations at Turk's Head Court, Preston, giving out his yarn to hand-loom weavers in the district. In twelve months' time he made remarkable headway, and so convinced a local



Horrockses Nain-sook for lingerie and baby-wear.

THE ROMANCE BEHIND THE PRODUCT.

banker, Mr. Richard Newsham, of his ability that he provided the capital to build and equip the now famous Yellow Factory.

Here Horrocks began to manufacture shirtings and longcloths, utilising the newest machinery as it was invented, devising machinery of his own conception, but always watchful that his machines produced work equal, if not superior, to the products of the hand-loom.

The story of the ten years following the building of the Yellow Mill is one of unrelenting toil. Seven factories had to be built to enable Horrocks to keep abreast of the demand for his fabrics. He secured from the East India Company the monopoly to sell muslins and other cotton goods in India.

These great developments brought into the business Horrocks' elder brother, Samuel, and two other relatives, Isaac and George Horrocks. In 1801, Mr. John Whitehead and Mr. Thomas Millar sen.—the latter a cotton manufacturer of Bolton—were admitted into partnership, and the firm became known as Horrockses, Millar and Co.

It was about this time that John Horrocks had to settle a strike, his first labour dispute. Visiting Edgeworth, his sisters met him with a refusal to continue their accustomed work of winding his yarn unless their pay was doubled, and a silk dress given to each. After one night's consideration, the claim was conceded in its entirety.



Horrockses Dress Fabrics—dainty creations of fashionable charm.

In 1796, John Horrocks was invited to stand as Preston's Parliamentary candidate against the strong Whig interests represented by the Stanley family. He lost the contest by fourteen votes, after a poll extending over twelve days; but the occasion is worthy of note, because it indicated the acceptance by Proud Preston of the young manufacturer.

Horrocks' manufacturing difficulties were nothing compared with the setbacks he encountered at the hands of the people of Preston. The town was definitely aristocratic, a place of pretty manners and charming graces, vieing with Bath as a popular health resort. The position of an impudent boy who had the audacity to despoil the place with not one, but eight factories, may well be imagined. The upper classes resented the coming of cotton-mills; the workers, who previously had woven fabrics in their homes, were by no means eager to embrace the factory system. In the early days it required all Horrocks' powers to persuade them that the factory stood for better wages and better working conditions.

Horrocks was twenty-eight when he turned from cotton to politics. Six years later, through a coalition, he was returned to Parliament unopposed, together with a member of the Stanley family. And the mother of Samuel and John Horrocks, sitting in the gallery of Preston Parish Church, had the proud privilege of seeing her sons walk down the aisle, one Mayor of the Borough, the other Member of Parliament.

But John Horrocks had worked. Few men of his age, or, indeed, of any other age, had done so much in so short a time. He had built up a notable organisation, judged even by modern standards.

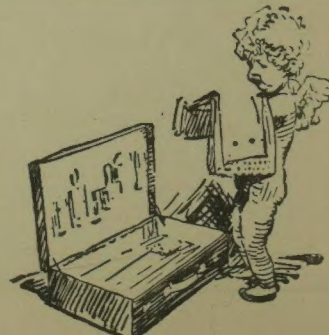
He had accumulated a personal fortune of £150,000. He had devoted his genius and energy to the development of the cotton industry without stint. He had crammed the span of three-score years and ten into half that measure, and Nature demanded its penalty. At the age of thirty-six, in London, he died.

It is the way of the world that the manufacturer's contribution to progress receives scant acknowledgment; the statesman, the soldier, the sailor, the poet, or the writer generally provides the more spectacular figure. But there are exceptions, and it is safe to say that, wherever the names of those who shared the lustrous epoch in which Horrocks lived are known, his name is also a household word. For the tradition he established still dominates the policy of his successors: the quality standard which gained for John Horrocks his first orders is interpreted in accordance with modern demands, and this link with the past presages the future.

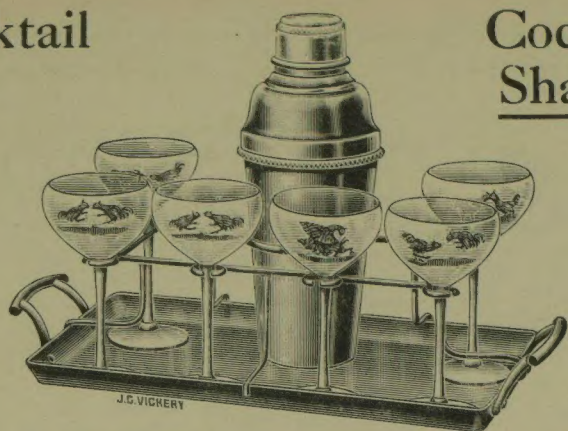


Horrockses Famous Fabrics.

STOCKED
BY LEADING
DRAPERS AND
STORES
THROUGHOUT
THE WORLD.

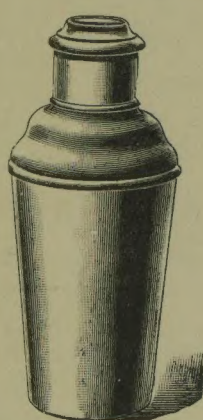


Cocktail Sets



A NEW COCKTAIL SET. Finest quality Electro Plate and beautifully etched Crystal Glass, complete, £6 15 0

Cocktail Shakers



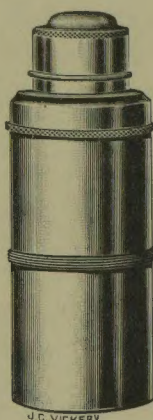
No. H 675.

Sterling Silver,
£5 12 6
Electro Plate, 21/-
Larger, 28/6



No. H 674.

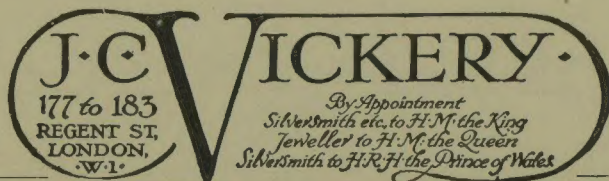
COCKTAIL SHAKERS.
With bayonet fastening Cover to
Top and Spout. Finest Electro
Plate, £5 15 0
Pull-off Cover and Spout,
65/- and 75/-



No. H 678.

Electro Plate,
Pint size, 22/6
1½ pint size, 28/6

Catalogue Post Free.



The Monico Restaurant,

Piccadilly Circus & Shaftesbury Avenue

Service à la carte in the
Restaurant & Grill Room.

SPECIAL FEATURE:
Sunday Dinner-Concert

'Phone — Gerrard 2012.
" 6842.

Harvey Nichols of Knightsbridge

FELT HAT & SCARF SETS IN THE FASHIONABLE PASTEL COLOURS.



BECOMING HAND BLOCKED FELT HAT,
an exact copy of a Reboux model. In two blend-
ing shades or self-colour. HAT PRICE **59/6**
GEORGETTE SCARF TO MATCH, PRICE 29/6

HARVEY NICHOLS & CO., LTD., Knightsbridge, London, S.W. 1.



HENRY HEATH Hats give
that expression to personality
which is characteristic of the
well-dressed man. Of perfect
style, their comfort and wear-
ing qualities are unrivalled.

The "Coddington." Of finest quality
fur felt, lined silk. In Drab, Buff,
Grey and Cinnamon Brown. 25/-
and 32/6. Also in light
weight, unlined 28/6

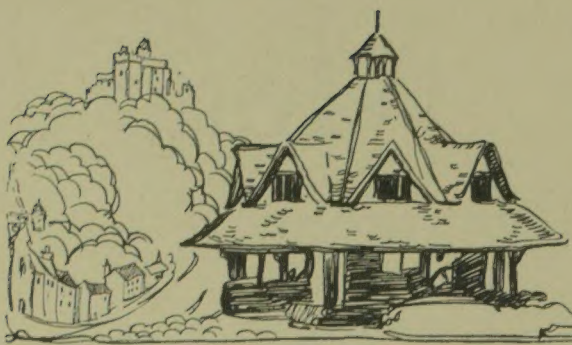
Write for address of nearest
agent to you.

A Selection of hats will be sent on request.

Branches :

62, Piccadilly; 58, Cheapside, E.C.;
132, Fenchurch St., E.C.;
78, Lombard St., E.C.

Over 100 years
of Hat Making

THE YARN MARKET
Dunster

SMILING SOMERSET

THE beauty of Somerset is unending. The broad waters of the Severn Sea; placid valleys; tree-clad hills; rocky moorlands; ancient towns and smiling villages; huge cliffs; and a host of other delights await the holiday-maker in this charming county.

In close proximity to old-world towns and villages and in pleasing contrast are resorts throbbing with twentieth-century enterprise.

"SOMERSET WAYS"

a beautifully illustrated descriptive volume dealing with the charms of Somerset (price 6d.), also train service and fare information can be obtained from G.W.R. Stations and Offices, or from the Superintendent of the Line, G.W.R., Paddington Station, W.2.

Paddington Station, W.2.

FELIX J. C. POLE, *General Manager*

Pertinent Proverbs for the Motorist



1. "Good oil
is the best policy"

SHELL

LUBRICATING
OIL

As superior as Shell Spirit

WRITE FOR SHELL LUBRICATION GUIDE

Shell-Mex Ltd. Shell Corner, Kingsway, W.C.2.

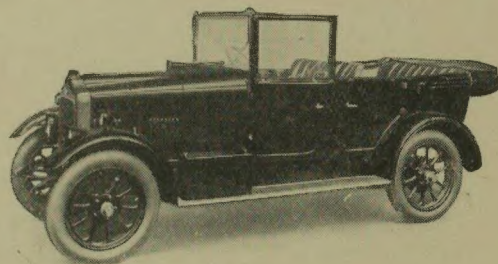


Which
will you
have?

DUNVILLE'S

ALWAYS

SV 36A



SERVICE

Could there be a more serviceable car than the Calcott? A sounder car for the man and his wife who have long promised themselves—since the branches of the family tree went to school—a car of their own? There could not be a more comfortable car, and certainly not a more economical one, despite the little—very little—more one

has to pay for the unusual excellence of Calcott construction. The Calcott is built to take a full load, it is built to be driven easily, to be frequently asked to take the extra one. It is a car built for hard work and will not be found wanting. In all these things a Calcott is superior. It will serve you well.

Calcott Cars for 1925 have been re-designed, enlarged and improved to a remarkable extent. In power, roominess, comfort and completeness of equipment they stand supreme in their class. 12/24 h.p. Two/Three-Seater £365. Four-Seater £375. Four/Five-Seater Saloon £525. 10/15 h.p. Two-Seater Semi-Coupé £275. Four-Seater £275. Dunlop Balloon Tyres standard to all models. Catalogues from CALCOTT BROS., LTD., COVENTRY.

London Agents: Eustace Watkins Ltd., 91, New Bond St., W.1

CALCOTT

Established 1886

H.P.



An Emile Coiffure

FOR APPOINTMENTS 'PHONE MAYFAIR 6263 (3 Lines)

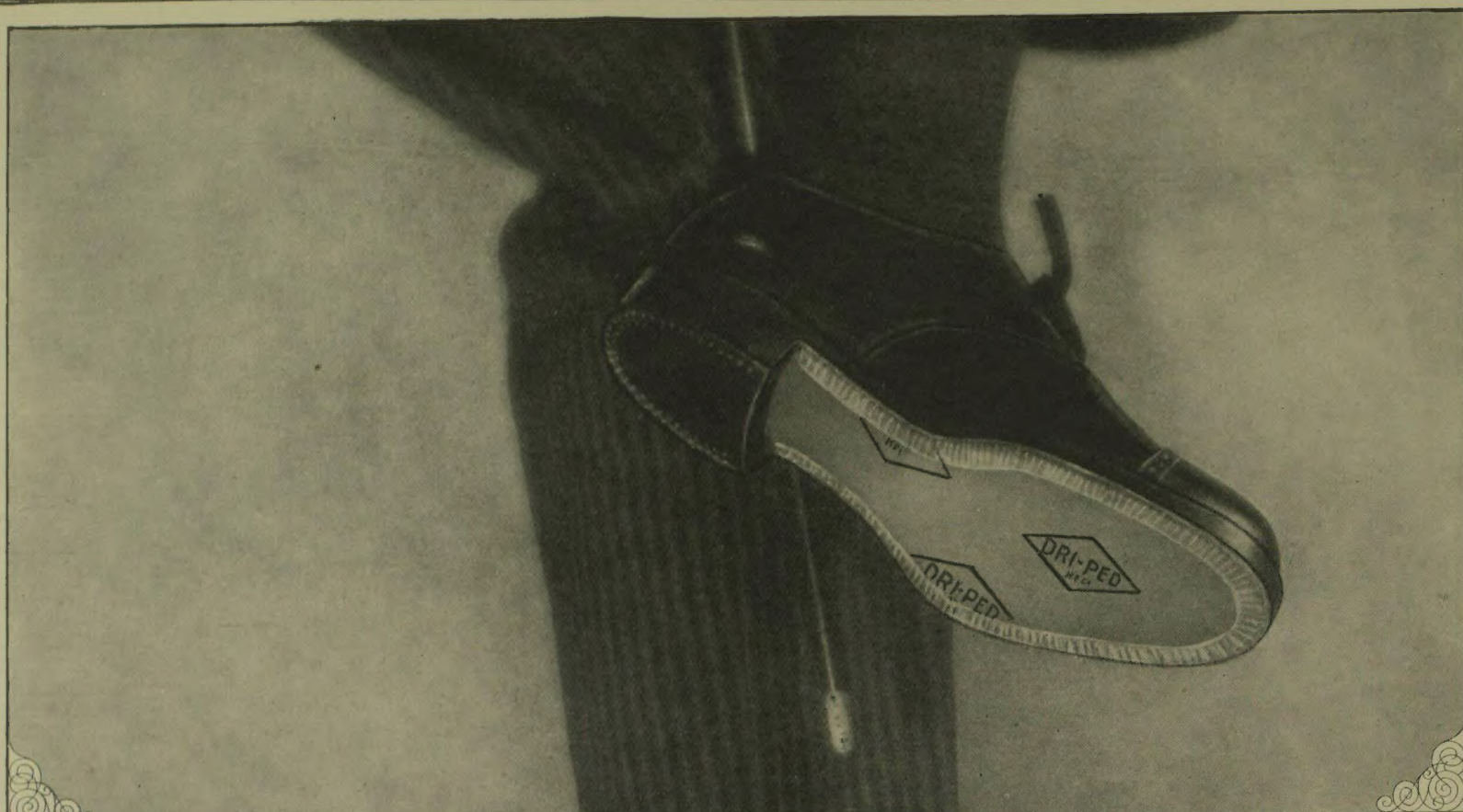
EXCLUSIVE SERVICE.

No matter whether you require an artistic transformation, a safe permanent wave or just simple attendance, you will find Emile's service second to none.

(40 private Salons)
Write for beautiful Brochure.

EMILE

24&25 Conduit St.
LONDON, W.1.



ONE OF MANY ATTRACTIVE SHOE STYLES WITH "DRI-PED" SUPER LEATHER SOLES



A Lancashire addition to the list of household words

FIFTEEN years ago the time-honoured saw "There's nothing like leather" had to stand sponsor for every grade of leather on the market: for the best leather, the poorest leather, and worse—the imitations of leather. There was no means whereby the public could discriminate between good leather and bad.

A Lancashire firm of tanners, famous for the high quality of their products, recognised that all who desired the best leather should have some means of protection against the shoddy and subterfuge substances. They gave to their finest

chrome-tanned leather the brand name 'Dri-ped' so that the public might ask for it by name. And they stamped this chrome leather, in purple, with the name 'Dri-ped' inside a diamond so that all who asked for it might, by the stamp, identify the leather as genuine 'Dri-ped.'

To-day the name 'Dri-ped' is a household word, identifying (as the hall-mark identifies silver) leather which is guaranteed to be absolutely waterproof throughout wear, and guaranteed to wear at least twice as long as best bark-tanned leather of equal thickness. Its superior qualities have been proved by hundreds of thousands of wearers. An ever-increasing

number of footwear manufacturers use Dri-ped sole leather in the making of many of their finest ranges.

Repairers with pride in their craftsmanship use Dri-ped sole leather for all their quality repairs.

You can readily obtain Dri-ped sole footwear from all leading retailers. Your repairer will re-sole the shoes you are now wearing with 'Dri-ped.'

For reasons of comfort, of style, of service, of waterproofness, it is well worth while asking for Dri-ped by name and looking for the Dri-ped purple diamond stamp which guarantees your satisfaction.

Look for the Dri-ped purple diamond stamped every few inches on each sole.



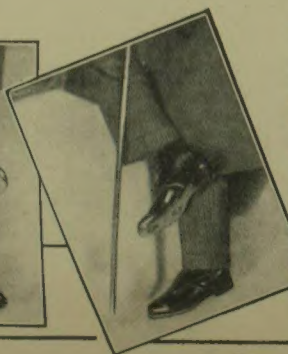
DRI-PED SOLED FOOTWEAR, in all styles and sizes for men, women and children, is obtainable from all leading footwear stores, including all branches of: *Dolcis Shoe Co., Upsons Ltd., High Life Shoe Co., W. Abbott & Sons Ltd., Lilly & Skinner Ltd., Lennards Ltd., Jacksons Ltd., Civil Service Association, London Boot Co., Crick & Co., &c.* **DRI-PED repairs.** Your footwear repairer can re-sole the shoes you are now wearing with Dri-ped leather.

DRI-PED LTD., BOLTON, LANCs.

Look for the Dri-ped purple diamond stamped every few inches on each sole.



DRI-PED
SOLE
FOOTWEAR



The Manchester Evening News

Some Facts for the Reader

THE MANCHESTER EVENING NEWS is always bright, every night. It gives you all the news and the latest news. For 57 years it has served the public well and it has a reputation as a first-class up-to-date newspaper.

Its news services are the best obtainable and its special features are on a high level of quality and interest.

It is the paper upon which you can rely and which you will not leave in the train or tramcar.

Some Facts for the Advertiser

IT is essentially a home paper and its large circulation has not been built upon coupons, insurance schemes, etc., but upon its value as a newspaper.

Its remarkable display of small classified advertisements each day proves that it goes into the homes of the people.

One of its advertisers reported that as a result of one displayed advertisement in the MANCHESTER EVENING NEWS, 3,000 people actually made purchases at his shop, the road outside being one dense mass of people, who were unable to gain admission. He added, "The whole of the credit is due to you, because I did not advertise in any other paper."

The paper which prints the largest number of small classified advertisements, "Agonies," Births, Marriages and Deaths, is the one which makes the widest appeal and is read in the home. The MANCHESTER EVENING NEWS prints more Births, Deaths, Marriages and In Memoriam notices than all the other Manchester papers combined. Such announcements have reached ten and a half columns in a single issue, and as many as 1,200 have appeared on one day.

The extent to which the MANCHESTER EVENING NEWS is used for small advertisements may be gauged by the fact that on one day over 6,000 replies have passed into its "Answers to Advertisements" boxes. Over 80,000 replies pass through the boxes per month. Last year's total was 924,596.

THESE FACTS SPEAK FOR THEMSELVES

The Manchester Evening News

3, CROSS STREET
MANCHESTER

Telephone :
CITY 3367 (Private Exchange)

43, FLEET STREET
LONDON, E.C.4

Telephone :
CENTRAL 2261 (Private Exchange)

Proprietors : The Manchester Guardian & Evening News, Ltd.

SWAN & EDGAR

INEXPENSIVE

GOWNS for Summer

To be guided by Swan & Edgar in your dress requirements is to be assured of being distinctively yet correctly attired for all occasions. The delightful new modes now being displayed are creations by the foremost dress designers of both Paris and London. Assured of appreciation by their very exclusiveness these Gowns are offered at prices within the reach of the most moderate purse. You are invited to inspect the collection, or to write for the new book of Gown Modes.



(Illustrated above)
'BEATRICE'
Charming Dinner or Semi-Evening Gown in heavy quality Silk and Wool Marocain. Draping is arranged so as to give that fashionable slim effect, making this model specially suitable for full figures. Trimmed with inset vest of Sequin and square of beads on skirt. In Black only. Sizes O.S. & extra O.S.
5½ Gns.



Write for the new Gown Book, containing a host of dainty styles for River, Home, or Smart occasional wear. Sent free on request.

ORDER BY POST

You can order any of these Gowns by post, assured of every satisfaction. Be sure to state colour, style, etc., required. Sent post free to any address in Gt. Britain

(Illustrated above) 'SANDOWN.'

Beautiful Gown made in rich quality Satin Beauté, expertly designed to suit full figures. Attractively finished with Godet panel on skirt, and the newest Bishop sleeves. Suitable for all smart occasions. Obtainable in Black only. Stocked in W. 6½ Gns. and O.S.

(Illustrated above) 'SONNING'

Charming gown in beautiful quality fancy Marocain, skirt made with handkerchief points of self material. An attractive gown suitable for all occasions, becoming to most figures. In the new season's most delightful colourings of Cinnamon, Cherry and Turquoise. 4 Gns.

'LE CYGNE' TOILET SERIES.

'Le Cygne'
LAVENDER WATER
Prepared from the finest Mitcham Lavender. Delightfully refreshing. Sprinkler bottles.

1 oz. size	2/3	2 oz. size	4/-
4 oz. size	7/6	8 oz. size	14/-

'Le Cygne'
EAU DE COLOGNE
Prepared from an original French formula. A delightful and useful perfume. In bottles:

1 oz. size	2/-	2 oz. size	3/3
4 oz. size	6/6	8 oz. size	11/9

'Le Cygne'
BATH SALTS
Fragrant and refreshing. Daintily perfumed with Verbena, Lavender, Cologne, Rose or Violet. In bottles:

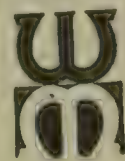
1 lb. size	1/9, 3/3, 10/9
7 lb. size	2/6, 3/11

SWAN & EDGAR LTD. PICCADILLY CIRCUS W.1



ENGLAND TO INDIA A DOUBLE WORLD RECORD IN A WOLSELEY

The greatest motor drive in the history of mankind is that which Major Forbes-Leith recently achieved in an ordinary Wolseley car. This is the journey from England to India—8,500 miles. In mere distance it is a world record, but add that 1,500 miles were through desert, and that for 3,000 miles there was no road or track at all, and it is clear that it is also a world record of endurance and hardship overcome. This double world record for distance and for difficulty eclipses the achievements of any other driver in any other car. Its moral is that Wolseley cars are equal to all emergencies. You can have a similar car for the smaller distances and lesser difficulties with which the ordinary motor driver has to contend. There is a Wolseley for everybody at prices from £225 cash, or £50 down, the balance by instalments. All cars are completely equipped.



WOLSELEY MEANS RELIABILITY

PURE SILK PYJAMAS AT SPECIAL PRICES

Ladies' Pyjamas (as sketch) in heavy weight pure silk striped crêpe-de-Chine, in various stripes on ivory ground, thoroughly recommended for hard wear.

PRICE **59/6**

Sent on approval.



K 73. Exceptional offer in broad ribbed spun silk. In black, putty, putty fawn, light beaver, beige, biscuit, and nude.
10/9 Per Pair.

MARSHALL & SNELGROVE
DEBENHAMS, LIMITED
VERE STREET AND OXFORD STREET
LONDON W 1

Illustrated Catalogue Post Free on request.

OUR ANAGLYPH MASK COUPON.

Please send me One Anaglyph Viewing-Mask. I enclose stamps [Three-halfpence, Inland; or Two-pence-halfpenny, Foreign] to cover Postage.

Name.....
Address.....

To THE ILLUSTRATED LONDON NEWS
(Anaglyph) 15, Essex Street, London, W.C.2.
I.L.N., 2.5.1925.

HIMROD'S
ASTHMA
CURE FAMED FOR OVER
50 YEARS
4/6 a tin at all chemists.

THOSE FIRST GREY HAIRS APPEAR JUST — HERE — TOUCH THEM UP WITH **TATCHO-TONE**

Trial Phial 8^d Post Free

Medical Guaranty with each bottle.
Chemists Prices 2/6 and 4/6, or direct
Tatcho-Tone Co., 5, Great Queen Street, London, W.C.2

Price 3/6

BONZO'S STAR TURNS

The Sixth
Studdy Dogs
Portfolio.

The most humorous of
them all.

8 PLATES in COLOURS

On Art Brown Plate-sunk Mount.

On Sale at all Booksellers, Stationers and
Stores, and A. V. N. Jones & Co., 64, Fore
Street, E.C. 2.



JAY'S,
REGENT STREET,
about 100 years ago.

JAY'S NEWLY ERECTED PREMISES.

JAY'S,
OXFORD CIRCUS,
about 100 years ago.

AN INVITATION.

THE Directors of Jay's Ltd. have the honour to invite their patrons to view the Special Display of Fashions that is now being held in the newly equipped Salons of the Company.

All the latest productions from the most exclusive Paris Houses—together with Jay's own distinctive creations—are being shown. They include the newest ideas in Gowns for all occasions, Mantles, Tailor-made Coats and Skirts, Tea Gowns, Millinery, Lingerie, Hosiery, Gloves—indeed, the latest styles for everything in feminine apparel.



BY APPOINTMENT TO HER MAJESTY
QUEEN ALEXANDRA



BY APPOINTMENT TO HER MAJESTY
THE QUEEN OF NORWAY

Jay's Ltd.
REGENT STREET
London. W.1



ESTABLISHED 1853
THE HOME OF
W.C. MACDONALD INC.
MONTREAL, CANADA
LARGEST INDEPENDENT TOBACCO
MANUFACTURERS IN THE BRITISH EMPIRE

British Consols
Cigarettes
Mild, Sweet Old Virginia

Cable Address: "Cairngorm, Montreal."

723

You can get **British Consols** on any Liner of C.P.R.—ANCHOR DONALDSON—CANADIAN G.M.—WHITE STAR—DOMINION

MADAME BLANCHE has a good selection of
**TENNIS FROCKS, THREE-PIECE
SUITS,** also **PARIS MODELS** for ASCOT.

A visit to her salon is requested. Post orders a speciality.

51, SOUTH MOLTON STREET, W.1.

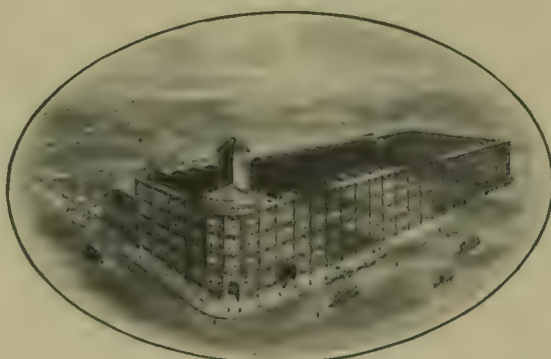
Hildebrand
CHOCOLATES

Obtainable from all good Confectioners. In case of difficulty write O. Knecht, 52, Bedford St., Strand, W.C.2.

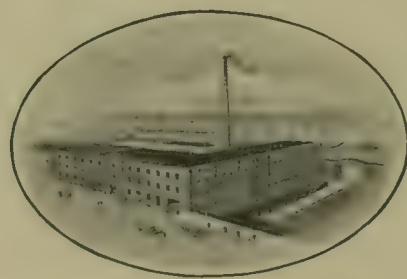
The Important Enterprises of TILLOTSON & SON, LTD



COMMERCIAL ROAD,
LIVERPOOL;
AND AT
GT. HOWARD STREET.



HEAD OFFICES:
MEALHOUSE LANE,
BOLTON.



WORSLEY STREET,
HULME,
MANCHESTER.

TILLOTSONS NEWSPAPERS, LTD.

PROPRIETORS OF THE

Bolton Evening News

Established 1867.

LANCASHIRE JOURNAL SERIES

Comprising—

(Established 1871 A.D.)

Bolton Journal and Guardian; Leigh, Tyldesley and Atherton Journal; Eccles and Patricroft Journal; Farnworth Journal and Observer; Swinton and Pendlebury Journal; Horwick and Westboughton Journal.

Lancashire's world-wide reputation for cotton fabrics of quality is based on the fine spinning of the mills of Bolton and district. The slump which has affected other branches of the cotton trade has not been felt to any notable extent in the Bolton area and national advertisers using Tillotson's newspapers will find a ready response from Bolton's prosperous workers. The newspapers listed above are essentially home journals and the weight of local displayed and classified announcements they carry is evidence of the esteem in which they are held.

RATES ON APPLICATION.

One Rate.

No Series Discount.

TILLOTSONS NEWSPAPERS, LTD.

TILLOTSONS (BOLTON), LTD.

are famous for their high-class catalogue printing, being the first to introduce into England fine process engraving and also being pioneers in this branch of Commercial Art. They have one of the finest equipments in the country and are almost the only firm that can offer the advantage of a service which is all under one roof.

Printers in all foreign languages.

TILLOTSONS (LIVERPOOL), LTD.

specialise in cartons and folding boxes for packing cigarettes, soap, cereals, jellies, chocolates, ice-cream and proprietary goods. Their plant is most modern and one of the largest of its kind in the country, turning out millions of boxes daily.

THE PREMIER BOX CO., LTD.

WORSLEY ST., HULME, MANCHESTER.

manufacture folding boxes for the clothing, millinery and foodstuff trades, also the "Locktite" fibreboard packing case, which is absolutely pilfer-proof, complying with all Railway Regulations; and all kinds of containers for Railway work.

TILLOTSON & SON, LTD.,

HEAD OFFICE: MEALHOUSE LANE, BOLTON.

LONDON OFFICE: TEMPLE BAR HOUSE,

23, FLEET STREET, LONDON, E.C.4.

TELEGRAMS:

"TILLOTSONS, FLEET, LONDON."

TELEPHONE:

CENTRAL 3556.

GAMAGES

The World's Sports House Largest Stocks! Best Values!

The Public Schools of Gt. Britain and thousands of English Country Houses have proved the Reliability of Gamage Sports Service. However small your requirements, send them to Gamages for satisfaction.



Five Famous Gamage Bat Values

THE REFEREE Selected Match Bat, handle covered Rubber or Leather.	THE IMPERIAL Specimen Bat, Rattan Cane and Rubber handle. Super quality.	THE YORKSHIRE DRIVER A very Popular Match Bat amongst local & amateur clubs	THE "A. W. G." A fine seasoned Bat for average players.	THE AUSTRALIAN The finest Cricket Bat ever made. Perfect grip.
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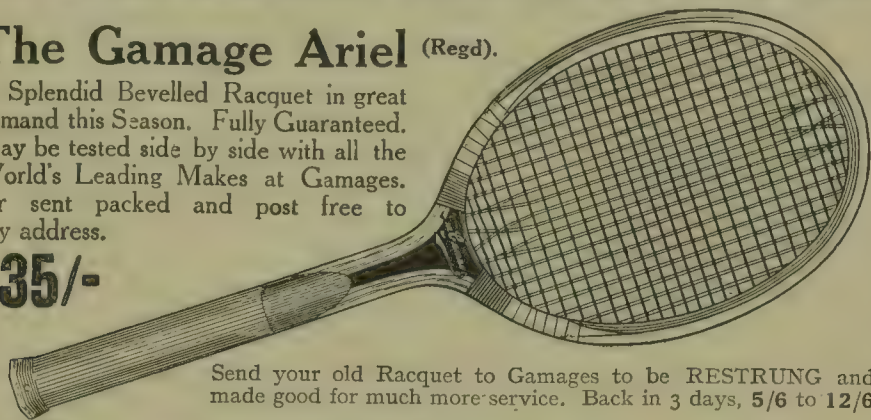
25/- 30/- 18/6 14/6 32/6

Force, Phil Meads, Quaifes, Warsopps, Clapshaws, Gunn's, and all Leading Makes Stocked.

The Gamage Ariel (Regd).

A Splendid Bevelled Racquet in great demand this Season. Fully Guaranteed. May be tested side by side with all the World's Leading Makes at Gamages. Or sent packed and post free to any address.

35/-



Send your old Racquet to Gamages to be RESTRUNG and made good for much more service. Back in 3 days, 5/6 to 12/6

From Land's End to John o' Groats Gamages are Furnishing Tennis Courts

Distance is no object where a Customer's Satisfaction is concerned. Gamages have huge supplies of everything needed and invite enquiries.

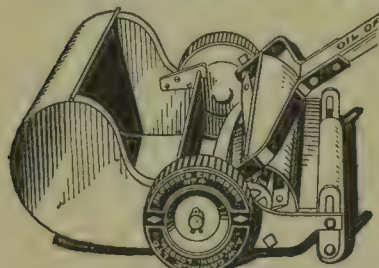
Ransomes, Shanks and all well-known makers Specialities stocked.

ILLUSTRATED BOOKLETS ON APPLICATION.

COURT MARKER.

This marker is of great utility. No india-rubber bands or parts to perish or wear out. The tank is large and holds sufficient whitening for a large size tennis court

14/6

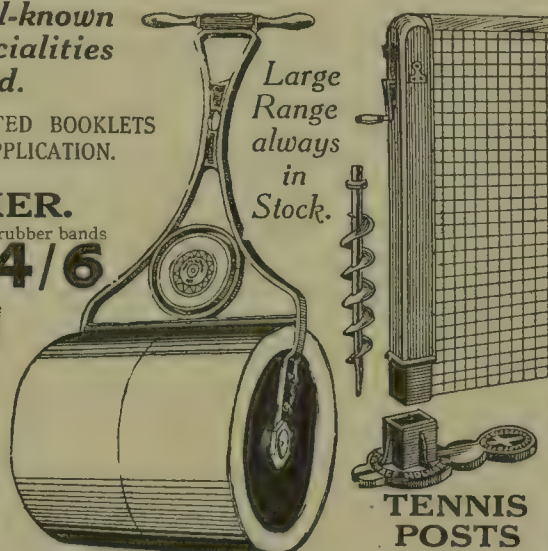


CHAMPION MOWERS

Close Cutting, Easy Running, 5 Steel Blades. Simple Handling. Highest grade make. Full guarantee.

8 inch 10 inch 12 inch 14 inch
25/- 27/6 30/- 32/6

Grass Boxes. 8/6, 8/9, 9/-, 9/3 Carr. Paid.

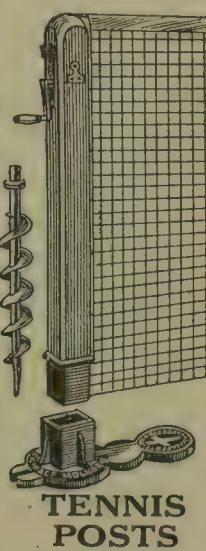


GAMAGE ROLLERS

The Best in the World. Solid ends. Rounded edges. Turned Axles. Balance Handles. Double Cylinders. Well fitted and neatly painted Red and Green. 14 inch 168 lbs.

36/9

Other sizes: 16 in. 42/-; 18 in. 52/-; 20 in. 64/6; 22 in. 76/-; 24 in. 87/- Carr. Pd. to English Stations. Beyond 5% ex.



TENNIS POSTS

33 in. Square Polished Ash Posts. Portable Iron Feet, fitted with patent ratchet which is most simple and effective.

£5:10s. per set.

Other Makes—42/6, 51/6, 68/6, up to 6 Gns.

Gamages 1925 SPORTS Catalogue

Sent Post Free on application

A. W. GAMAGE Ltd., HOLBORN, LONDON, E.C.1

City Branch: BENEFINKS, CHEAPSIDE, E.C.2



Our Climate Simply Demands

THE

BURBERRY

Perfect for All Weathers

"My 'Burberry' was perfectly drenchproof—never once did it fail me, however heavy the rain.

In every way I have found my coat satisfactory; warm in winter, not the least uncomfortably so in summer, and a very shield of comfort on windy days."—R.R.

because it is the one Weatherproof that keeps its wearer dry in down-pour or drizzle—warm when it's chilly—yet is airy light and therefore comfortable whatever the weather.

DAY IN AND DAY OUT THE WHOLE YEAR ROUND

there's hardly a day on which The Burberry isn't needed. Practically weightless, it is no trouble to wear or carry when it's fine, yet should the weather change from good to bad, it ensures perfect protection for yourself and your clothes.

Catalogue and Patterns on request.

Every "Burberry" bears this label



BURBERRYS

HAYMARKET S.W.1. LONDON

BD. MALESHERBES PARIS: AND APPOINTED PROVINCIAL AGENTS

Burberrys Ltd.



Nation-wide world- wide . . . distribution of HATS & FOOTWEAR



TO provide hats . . . caps . . . boots or shoes . . . or rainproof coats . . . in the diverse varieties and sizes to meet the individual requirements of a clientèle of 500,000 men and women, is Jacksons' *raison d'être*.

This huge undertaking requires a hundred retail stores, a vast mail order organisation dealing with the far corners of the world, a boot factory in Northampton, factories at Stockport, Leeds and Manchester for the manufacture of Hats, Caps and Coats, and a main distributing warehouse (illustrated above) at Stockport.

Jacksons are remembered as the famous 3/9 Hat and 10/6 Boot providers. They can claim to have sold more hats retail than any other hat manufacturer during the last thirty years. Since 1892 millions of hats have been sold

over Jacksons' counters, or sent by post all over the world, and the same can be said with regard to footwear, coats, etc.

The War altered prices, but not values. Jacksons' tradition was to supply the best possible value for money, and so, despite high material and wages costs, Jacksons' prices were always lower than those of other retail establishments selling similar goods.

To-day, prices are about 50 per cent. above pre-war level—considerably less than the increase on foodstuffs, tobacco, sweetmeats, amusements, etc. Jacksons' are running true to tradition.

Readers of this advertisement who are paying enhanced prices for their outdoor wear should visit the nearest Jackson Branch or send for Jacksons' Mail Order Catalogues. It is possible to dress smartly yet economically by dealing with Jacksons.

JACKSONS LTD. VICTORIA WORKS, STOCKPORT.

100 Branches from Plymouth to Inverness.

Aberdeen (2)	Ayr	Bristol	Colchester	Dudley	Dundee	Kilmarnock	Kirkcaldy	Rotherham	Reading
Ashton-Under-Lyne	Bath	Bury	Doncaster	Darlington		Keighley	Leicester	Stockport	Sheffield
Bradford (3)	Barnsley	Burnley	Derby	Dublin		Liverpool (2)	Londonderry	Sunderland	St Helens
Birkenhead	Belfast		Dewsbury	Dumfries		Leeds (4)	Lincoln	Southampton	Shipley
Birmingham	Barrow		Exeter	Edinburgh (2)		Middlesbro'	Mansfield	Swansea	Scarboro'
Blackburn	Bolton	Brighton	Glasgow	Grimsby		Manchester (3)		Stockton-on-Tees	
Cardiff (2)	Chesterfield		Gillingham (Kent)	Gloucester		Merthyr Tydvil	Newcastle	South Shields	Southport
Crewe	Cheltenham		Hull (2)	Halifax		Nottingham	Newport (Mon)	Torquay	Wakefield
Cambridge	Carlisle		Harrogate	Hyde		Norwich	Nuneaton	Warrington	Wrexham
Castleford	Chester		Hanley	Huddersfield		Oldham	Plymouth	West Hartlepool	Wigan
			Ipswich	Inverness		Preston	Rochdale	York	





[From an original drawing by CHRISTOPHER CLARK, R.I.]

The Petroleum Beacon

In ancient Persia and Mesopotamia many uses of petroleum were known. People used petroleum pitch as a cement for their walls, as an ointment for the backs of beasts of burden, as caulking for their boats. They threw it flaming on their enemies. They burned it on their altars and in their beacon-lights.

The scene depicted is the night-camp of a caravan. About the low tent are grouped the resting camels and horses. The sentinel leans on his spear, while overhead the beacon throws its ring of light upon the desert around, and all about looms the night, mysterious and menacing.

In modern days the traveller has come to look

upon petroleum, not as a safeguard against peril, but as an essential factor to his progress. It is part of the romance of modern industry that the great subterranean sources of petroleum, feeding the oil-springs from which the Arab skimmed his pitch, should to-day furnish the British motorist with the fuel for his car.

British foresight and industry, through the Anglo-Persian Oil Company, have exploited and developed the oilfields of Southern Persia until they are second to none in the world. At Llandarcy, in South Wales, the crude oil thus obtained is refined into "BP" Motor Spirit. The capital is British, the labour is British, and the petrol is British—and best.

“BP”

The British Petrol

PROOF OF GROWTH



LIVERPOOL'S PREDOMINANT NEWSPAPERS

POST and ECHO Still Growing.

Extension of Premises in Liverpool and London.

IN Liverpool the established morning paper, irrespective of party, is the LIVERPOOL DAILY POST and MERCURY, appealing to and recognised by the responsible public and chosen by all discriminating advertisers, trade and financial.

The ECHO is equally well known and is the largest and most successful evening paper in the country.

The history of these two journals has been one of continuous growth. The business was removed in 1880 from Lord Street to premises at 46, 48 and 50 Victoria Street and subsequent additions filled the

whole of the island site bounded by Victoria Street, Crosshall Street, Whitechapel and Preston Street.

To meet recent developments further extensive premises, as shown in the illustration above, have now been acquired. On the right are shown the present offices; on the left the newly acquired buildings.

Linked together they have an area of more than 1660 square yards and provide suitable headquarters for Liverpool's predominant newspapers, the POST and the ECHO

Liverpool Post

Liverpool Echo.

In addition to the new premises in Liverpool, the POST and ECHO have just secured as London Offices the ground floor premises, 132-4, Fleet St., London, which occupy one of the best sites in Fleet St., next door to the "Daily Telegraph."

KENYON'S OF BURY.

These are the mills engaged in the production of fabrics of varying descriptions, all of superlative worth and a standard for which the name Kenyon's is world-famous.



What Kenyon's make to-day the whole world will use to-morrow

These are KENYON'S FABRICS

White Mediums
White Double Warps.
White Longcloths
Striped Longcloths
White Longcloths (Linen Finish)
White Indian Longcloth
White Nainsooks
White Madapolam
White Interlinings
White Matting
White and Grey Sheeting
White and Grey Sheets (in pairs)
White and Grey Pillow Cases
(made with buttons or tapes)
White and Grey Bolster Cases
(made with buttons or tapes)
White Pillow Cottons
Bed and Mattress Covers
Grey Plain Calicoes
Grey Twills
Scoured Twills
Scoured Plains
Striped Flannelette
Dyed Flannelettes
Dyed Winceyettes
Striped Winceyettes
Striped Matting
"Poli-Cloth"

KENYON'S
Machinery Clothing for every
mechanical purpose.

The strongest endorsement of the uncommonly high-grade qualities of Kenyon's Fabrics is found in the ever-increasing world-wide demand.

In the Cotton markets of Great Britain and her colonies; in America, China, Japan, India; in Continental countries, and in the remote parts of the earth, the name Kenyon's is known and accepted as a guarantee of the very finest and most dependable of Lancashire's staple products.

The resources of six large mills are employed in satisfying this universal call for

fabrics of proved worth. Three mills are busily engaged in producing cotton fabrics, and three in manufacturing woollen and cotton machinery clothing of every description, according to individual needs

During the past few months the name "Kenyon's" has been brought even more prominently before the general public by means of advertisements in the general Press on behalf of Kenyon's "Poli-Cloth." This versatile polishing cloth is a further example of the superlative worth of Kenyon's Fabrics as proved by the already big demand.



Housewives have found in Kenyon's "Poli-Cloth" a friend in need. Housework has become far less laborious, and homes now take on an added brightness after a "Poli-Cloth" has been used. Silver, Metal, Glass, Enamel, Furniture, Upholstery, Floors, Boots and Shoes, Motor-Cars, Motor-Cycles, etc., very quickly respond to the persuasive powers of a "Poli-Cloth" used with or after any polish, paste or cream. Like all Kenyon's fabrics, the "Poli-Cloth" is specially and carefully woven for a particular purpose. Usage and washing do not impair its admirable qualities which together with its generous size (27 in. by 27 in.) and reasonable price, 1/3, provide sound honest value. Any Draper, Ironmonger, Hardware Dealer, Boot and Shoe Dealer, Motor Garage or Branch of Boots The Chemists, can supply Kenyon's "Poli-Cloth."

KENYON'S
Poli-Cloth
MADE IN
LANCASHIRE



All enquiries for Kenyon's Fabrics should be addressed to—

JAMES KENYON & SON, L^{TD}.
ROACH BANK MILLS - - BURY



TRAFFORD PARK

LOCATE YOUR FACTORY
AND STORE YOUR GOODS
AT BRITAIN'S GREATEST
INDUSTRIAL PORT—
MANCHESTER.

The Centre of 20,000,000 Industrial People

INFORMATION BUREAU

ESTATE OFFICE :
TRAFFORD PARK, MANCHESTER

95, LEADENHALL STREET,
LONDON, E.C.





'Your house
may hold
priceless
treasures
.....but if
it lacks
colour
it is a
prison
cell.'

YOUR health and happiness depend upon your daily contact with colour. If you can imagine what it would be like if the skies were always grey, if you were compelled to live in a room with grey wall-paper, grey carpets, greyish furniture—not a patch of brightness anywhere—and wear grey clothes, even to grey undies, you will realise how true it is that colour—variety of colour—is vitally necessary to you.

You need never let considerations of expense chain you to dullness, for Drummer Dye offers the key to the kingdom of colour at fourpence a hue.

Colours of greater beauty than printer's ink can show—twenty-eight in all; but more can be conjured out of the Drummer packets by simply mixing different shades—a fascinating procedure.

You can trust your most delicate fabrics, your costliest fabrics, to Drummer Dyes. The process is both simple and safe. You have a wash-day when you launder your very special fabrics—why not a Drummer Dye day, this very week?



28
FAST TRUE
COLOURS

Black
Blue (Light)
Blue (Mary)
Blue (Royal)
Blue (Saxe)
Brown
(Bracken)
Cardinal
Daffodil
Emerald
Green (Dark)
Green (Light)
Grey
Heliotrope
Jade
Maroon
Mauve
Myrtle
Navy
Nigger
Old Rose
Pink
Pink (Shell)
Purple
Red
Red
(Pillar Box)
Rust
Tangerine

Obtainable from all
Grocers, Chemists,
etc.

4D.

Drummer Dyes

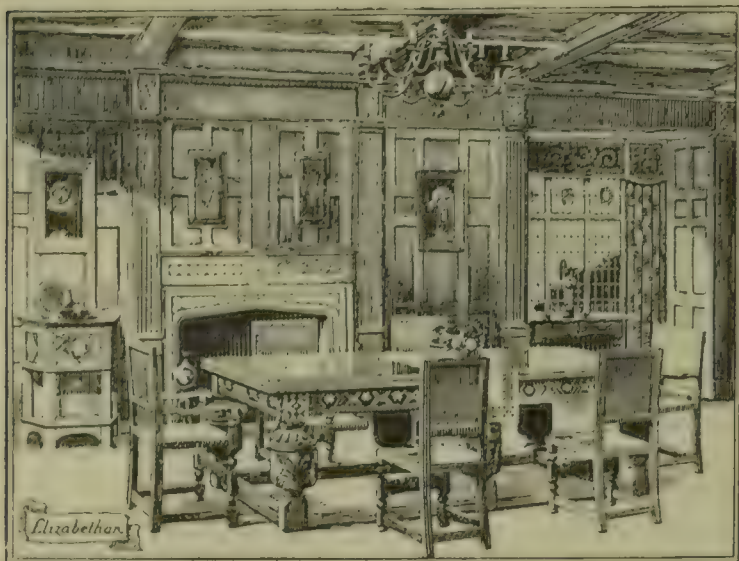
Give new beauty to Curtains and Hangings, Cushion Covers and Chair Backs, Sideboard Runners, Table Centres, Cot and Bed Covers, Counterpanes and Valances, etc.; Frocks, Jumpers, Overalls, Undies, Bathing Dresses, Hosiery, Pyjamas, Kimonos, Gym. Frocks, Blazers, Ribbons, Scarves, etc., etc.

A Lancashire Product

Drummer Dye is the leading line in the famous range of Home Dyes which includes MANNEQUIN, the 6d. Cold Water Dye; JIFFY, the best 2d. Dye; DOLLY Blue and DOLLY Cream. An associated line is MOVOL, the stain remover. These products, manufactured by William Edge & Sons, Ltd., Bolton, are well known and appreciated in almost every home in the country, and have a very extensive sale overseas. Edge's also manufacture on a large scale Dyes for commercial users.

WILLIAM EDGE & SONS, LTD., BOLTON





THE PERFECT LEATHERCLOTH

Since its introduction in 1899, "Rexine" Leathercloth has steadily increased in popularity as the ideal upholstering material, particularly for period furniture. To-day it is in use in all parts of the world, and stocks are held in practically every country of importance.

"Rexine" Leathercloth is unsurpassed for the upholstering of furniture, motor-cars—yachts, railway carriages, etc., and is ideal for book-binding, trunks, travelling cases, desk tops, etc. Special cuts and trimmings are supplied for each particular trade.

"Rexine" Leathercloth will successfully withstand climatic conditions that would ruin leather in a few weeks; it is germ and insect proof, and can be washed when soiled. In appearance it is indistinguishable from leather and it is much cheaper.

"Rexine" Rubbercloth, a special fabric for motor-car hoods, is waterproof in any climate.

"Rexine" Leathercloth has been bought in large quantities by the Governments of Great Britain, Canada, India, Australia, New Zealand, South Africa and Norway, also by the Railway and Steamship Companies in this Country, the Colonies, Egypt, South America, Russia, and Spain.

"Rexine"
LEATHERCLOTH

REXINE LIMITED
HYDE NR. MANCHESTER

LONDON: Rexine House, 42, Newgate St., E.C.1



SUCH CURSES! SUCH CREASES!

THE ordinary Suit Case holds so much and no more! Men sit on it, bulge it, deluge it with oaths. But it remains geometrically obstinate!

Men said, "It is in the nature of things," this fixed Suit Case capacity. The inventor of the Revelation Rigid Expanding Suit Case said, "Nature of things be hanged!"

He evolved an idea. The Revelation Expanding Suit Case is still rigid. But it expands. It contracts. It is full for a week-end. It is full for a month. *It grows with your needs.*

The secret is simple. The locks expand. The hinges expand. The sides overlap. You lift the lid and the Case expands.

But it is still rigid!

There are not only Revelation Rigid Expanding Suit Cases, but Revelation Attaché Cases, Revelation Trunks, Revelation luggage for all purposes, in leather, canvas, and light vulcanized fibre, at prices to suit every purse, each expanding and contracting, and all equally efficient.

Without a "Revelation" you are old-fashioned. Be wise. See the "Revelation" demonstrated, and learn how to end all your packing troubles.

We extend to you a cordial invitation to visit either our London or Leeds Showrooms, or one of our agents. If unable to call we will gladly send you our descriptive Booklet "LN" on mentioning this paper, together with the name of our nearest agent.

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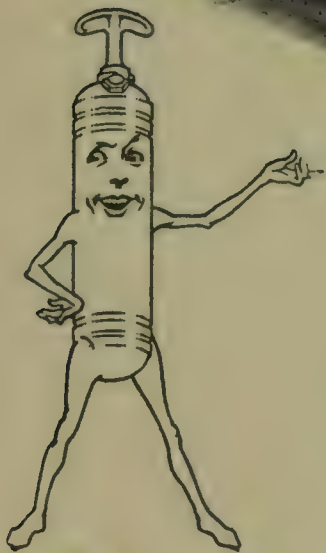
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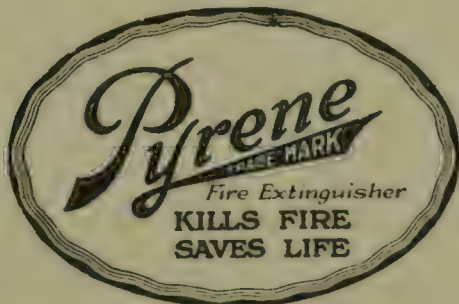
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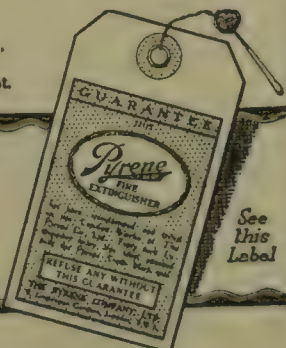
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“A faire mannour house”

THUS a seventeenth-century chronicler writes of Compton Wynyates; but the description hardly does justice to what many consider to be the most charming house in England. The name Wynyates tells of a vineyard once cultivated here. In a deep valley this quaintly picturesque mansion was built, largely of material taken from the old Castle of Fulbrooke, by Sir William Compton, who was a page and later a favourite courtier of Henry the Eighth.

Strangely fascinating is this irregularly planned two-storey pile of many-tinted mediæval brickwork, with its mossy-tiled and many-chimneyed roofs, carven-timbered gables and crenated copings. The vaulted banqueting hall, with its minstrels' galleries, the old chapel, the withdrawing room and many another panelled apartment in the interior, conjures up visions of days long past.

Though the house stands in such a peaceful and secluded situation, it did not pass undisturbed through those troublous times. During the Civil War the family espoused the Royalist cause, and Sir William's great-grandson, the Earl of Northampton, took part in many engagements, finally falling in an over-zealous charge at Hopton Heath. Meantime his house was besieged and garrisoned by the Parliamentary forces and narrowly escaped destruction when the neighbouring church was reduced to ruins.

At the time when Compton Wynyates was in peril of destruction, what has been described as the finest of Scotland's produce—John Haig Scotch Whisky—had just embarked on its first stage to that universal popularity it now enjoys by reason of its ever-consistent excellence of quality.



A quaintly-designed, heavy oak table, period about the end of the 16th century; a transitional form between the board and trestle of mediæval days and the four-legged tables of later design.

Dye Ken

John Haig?



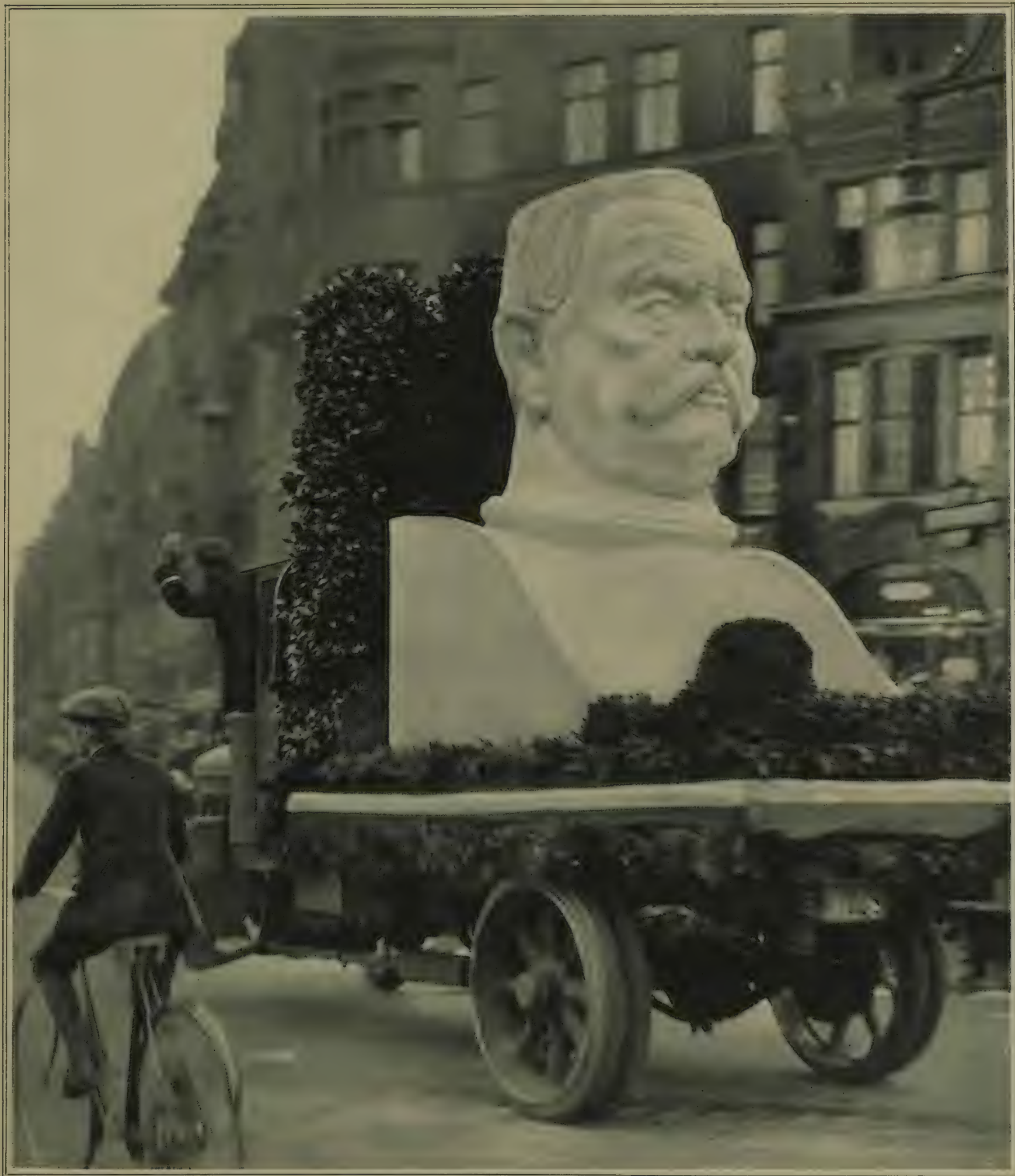
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, MAY 2, 1925.

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GERMANY'S "WAR IDOL" CHOSEN AS THE NEW PRESIDENT: A SEVEN-FOOT BUST OF HINDENBURG PARADED ABOUT THE STREETS OF BERLIN ON THE DAY OF HIS ELECTION.

The election of Field-Marshal von Hindenburg, the famous war leader, as President of Germany, is declared to be a triumph for the Monarchists. He represented the United Right, comprising the German People's Party, Nationalists, and "Fascists." The other two candidates were Herr Marx (Republican Parties—Centre, Democrats and Socialists) and Herr Thälmann (Communist). The election took place on Sunday, April 26, and the following figures give the final results of the voting:—Hindenburg, 14,639,399; Marx, 13,752,640; Thälmann,

1,931,591." It will be recalled that a previous ballot was held on March 29, but was inconclusive, as no candidate obtained the absolute majority required; that is, more than a half of the total votes. On the second occasion, under the Constitution, only a bare majority was necessary. On the polling day, in spite of wet weather, Berlin was full of flags, badges, and election posters, and the Nationalists, who were strongest in this respect, carried about a big white bust of Hindenburg about seven feet high.

PHOTOGRAPH SUPPLIED BY C.N.

HINDENBURG WINS THROUGH THE *HAUSFRAU*: THE GERMAN PRESIDENCY.

PHOTOGRAPHS BY P. AND A., I.B., AND C.N.



WITH A GERMAN BAND IN THE CART AND POSTERS BEARING A PORTRAIT OF HINDENBURG: A PROCESSION IN HANOVER.



WAVING THE OLD RED, WHITE, AND BLACK FLAG OF IMPERIAL GERMANY: TWO LORRY-LOADS OF UNIFORMED "HINDENBURGERS" ON ELECTION DAY IN BERLIN.



HINDENBURG "THE DELIVERER": A GERMAN PRESIDENTIAL ELECTION POSTER WITH A PORTRAIT OF THE HERO OF TANNENBERG.



MARX "THE REPRESENTATIVE OF THE PEOPLE": A GERMAN PRESIDENTIAL ELECTION POSTER PORTRAIT OF THE DEFEATED REPUBLICAN CANDIDATE.



FISTICUFFS AND UMBRELLAS IN AN ELECTION DISPUTE: A STREET FIGHT IN BERLIN, WHERE IN ONE SUCH AFFAIR A REPUBLICAN WAS SHOT DEAD.



THE FEMINE VOTE SAID TO HAVE TURNED THE SCALE: WOMEN PLACARD-BEARERS AT A POLLING STATION FOR HINDENBURG (LEFT) AND MARX (RIGHT).

The German presidential election, as noted on our front page, was a close contest between Field-Marshal von Hindenburg, the Nationalist and Monarchist, and Dr. Marx, the Republican, and Hindenburg won by some 887,000 votes. The Communist candidate was a bad third. The result "is perhaps due in some measure," says a Reuter message from Berlin, "to the fact that about 3,000,000 more electors voted than on March 29, most of whom seem to have voted for the Field-Marshal, who thus easily passed the total polled by Dr. Jarres in the first election. It is not without interest that the women appear to have voted *en masse* for the victor of Tannenberg. . . . In general, it can be said that

most of the cities, including Berlin and the Rhineland, voted in favour of Dr. Marx, while Bavaria, East Prussia, and the country districts went in favour of the Field-Marshal." The emancipation of the German *hausfrau*, as a result of the revolution after the war, has thus proved to be an important factor in German politics. One observer considers that the women voted for Hindenburg, not as a war idol, but from a feeling that "it would be a shame if he were to lose" after being dragged out of his dignified retirement at Hanover to become the Monarchist figure-head. The German voting system itself gives a woman a sense of citizenship by requiring her to produce proof of her own status.

THE KING'S RETURN; "AIR RAIDS"; MEMORIAL AND OTHER OCCASIONS.

PHOTOGRAPHS BY CENTRAL PRESS, L.N.A., C.N., AND KEYSTONE.



TO 582 OFFICERS AND 10,925 OTHER RANKS: THE ROYAL NAVAL DIVISION WAR MEMORIAL UNVEILED BY SIR A. PARIS (SPEAKING)—SHOWING MR. CHURCHILL (ON RIGHT).



LONDON'S WEEK OF "AIR RAIDS" TO RECRUIT FOR THE ANTI-AIRCRAFT BRIGADES—TWO GUNS "IN ACTION" AT THE MANSION HOUSE.



THE PASSING OF A GREAT SOLDIER: LORD RAWLINSON'S FUNERAL—THE COFFIN ON THE GUN-CARRIAGE, AND SOME OF THE PALL-BEARERS.



IN THE FUNERAL PROCESSION OF LORD RAWLINSON: THE LATE GENERAL'S CHARGER, AND BROTHER-OFFICERS BEARING HIS INSIGNIA.



THE KING PAYS HOMAGE TO FRANCE'S UNKNOWN SOLDIER IN PARIS: HIS MAJESTY (CENTRE) WITH MARSHAL FOCH (NEXT TO RIGHT); AND THE KING'S WREATH.

The King and Queen arrived back in London on April 25, after their five weeks' cruise in the Mediterranean, which had evidently had a good effect on his Majesty's health. They received a hearty welcome as they left Victoria. In Paris, on the journey home, the King laid a wreath on the grave of the French Unknown Soldier, at the Arc de Triomphe.—The Royal Naval Division War Memorial, on the Horse Guards Parade, was unveiled on April 25 by Major-General Sir Archibald Paris, who commanded the Division at the defence of Antwerp in 1914. Mr. Churchill, who was then First Lord of the Admiralty, delivered an eloquent address, recalling that Rupert Brooke, whose lines are inscribed on the monument, was serving in the Division when he wrote them.—As part of a recruiting campaign for the 53rd and 54th R.A. Anti-Aircraft Brigades, imaginary air-raids



HOME AFTER THEIR CRUISE IN THE MEDITERRANEAN: THE KING AND QUEEN LEAVING VICTORIA, WITH PRINCE GEORGE AND PRINCE HENRY (RIGHT).

on the Mansion House were arranged for the week beginning April 27, and two anti-aircraft guns, mounted on motor-lorries, were stationed there manned by City Territorials, to demonstrate methods of defence.—The funeral service for the late General Lord Rawlinson, Commander-in-Chief in India, whose body had been brought home from Delhi, took place at St. Margaret's, Westminster, on April 25. The pall-bearers were Generals Sir A. Cobbe, V.C., Sir A. Godley, Sir Herbert Lawrence, Lord Horne, Sir Ivor Maxse, Sir G. F. Milne, Sir J. Maxwell, Sir Ian Hamilton, Admiral Fremantle, and Air Chief-Marshal Sir H. Trenchard. The bearers of the insignia were Generals Sir W. Braithwaite, Sir A. Montgomery, Sir R. Pinney, and Sir W. Heneker. The coffin was afterwards taken by train to Sherborne for the burial at Trent later in the day.

PERSONALITIES AND TOPICS OF THE WEEK: PORTRAITS AND OCCASIONS.

PHOTOGRAPHS BY PHOTOPRESS, VANDYK, THE "TIMES," SMIRNOFF, TOPICAL, AND G.P.U.



THE NEW AGENT-GENERAL FOR NEW SOUTH WALES: SIR ARTHUR COCKS.



A NEWLY ELECTED A.R.A.: MR. WILLIAM MACMILLAN, THE WELL-KNOWN SCULPTOR, WITH ONE OF HIS WORKS.



A NEWLY ELECTED A.R.A.: MR. ARTHUR GEORGE WALKER, THE WELL-KNOWN SCULPTOR, AT WORK ON A MODEL.



REPORTED CHOSEN AS NEW HIGH COMMISSIONER FOR EGYPT: SIR GEO. LLOYD, M.P.



WEARING A CAP AND "DICKEY" TO LOOK LIKE AN ESTHONIAN N.C.O.: A BOLSHEVIST IN DISGUISE CAPTURED AT REVAL.



THE BOLSHEVIST'S POCKET DISGUISE: THE CAP AND "DICKEY" WITH BADGE AND BUTTONS OF ESTHONIAN UNIFORM.



WITHOUT THE CAP AND "DICKEY" DISGUISE: THE SAME BOLSHEVIST AS HE APPEARED "IN PROPRIA PERSONA."



NICKNAMED BY DISRAELI "M.P. FOR RUSSIA": THE LATE MME. OLGA NOVIKOFF, THE WELL-KNOWN RUSSIAN POLITICAL WRITER.



CARRYING THE FOOTBALL CUP: W. GILLESPIE, CAPTAIN OF SHEFFIELD UNITED, IN A WEMBLEY CROWD AFTER THE FINAL.

Sir Arthur Cocks, who recently arrived in London to succeed Sir Timothy Coghlan as Agent-General for New South Wales, was previously Colonial Treasurer there, and has been Lord Mayor of Sydney.—Mr. William Macmillan is young to be elected A.R.A., being only twenty-eight. He is a native of Aberdeen, and has designed two war memorials there, besides one at Manchester. He also designed the Great War medal and the Victory medal.—Mr. A. G. Walker, the other new A.R.A., was born in London in 1861. Among his works are the statue of Florence Nightingale in Waterloo Place and a memorial to Orlando Gibbons in Westminster Abbey.—Sir George Lloyd, M.P. (Conservative) for Eastbourne, was Governor of Bombay from 1918 to 1923, and has travelled widely



THE ROYAL PRESENTATION: THE DUKE OF YORK HANDING THE CUP TO GILLESPIE, CAPTAIN OF SHEFFIELD UNITED—(LEFT) THE DUCHESS OF YORK AND MR. RAMSAY MACDONALD.

in the East.—The Bolshevik shown above was an agent of the Third International captured during the Estonian rising at Reval. His disguise could be hidden in his pocket when not required.—Mme. Novikoff, whom Disraeli nicknamed "M.P. for Russia," was eighty-five. In former days, by her writings and personality, she exerted great influence on Gladstone and other Liberals in favour of Russia against Turkey, and did much to promote Anglo-Russian friendship.—In the Final for the English Football Cup, played in the Stadium at Wembley on April 25, before 92,000 spectators, Sheffield United beat Cardiff City by one goal to nil. The Duke and Duchess of York were present, accompanied by Mr. Ramsay MacDonald, and the Duke presented the Cup to the winners.

ESKIMO "TOSSING IN A BLANKET": A WOMAN'S HIGH LEAP.

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THE ESKIMO EQUIVALENT OF BEING TOSSED IN A BLANKET: A WOMAN PERFORMER IN THE NALUGATAK (JUMPING FROM STRETCHED WALRUS SKINS)—A GAME PRACTISED AT THE SPRING FESTIVAL.

This interesting photograph was taken during the recently concluded expedition of the famous Danish explorer, Knut Rasmussen, in the Arctic regions of North America. Other photographs from the same source, illustrating the curious customs of the Eskimos, are given on page 791 of this number. As there noted, the incident shown above is one of the pastimes with which the Eskimos celebrate

the coming of spring at the end of the whaling season. It is called by them the Nalugatak, and resembles the familiar game of tossing in a blanket. A platform of walrus skins, very resilient, is fixed on posts some three feet from the ground, and from it the performer leaps higher and higher, striving to maintain graceful attitudes and fall feet first. The women are more skilful than the men.



By G. K. CHESTERTON.

MODERN society is far too much of a burlesque to be burlesqued. The world we know is far too wild a place for satirists to live in. They are perpetually seeing their satires fulfilled like prophecies, and what they meant to be impossible become not only possible but palpable. For, while the prophet may wish to see his prediction become a truth, the parodist does not always wish his parody to become a truism. Yet it is perpetually happening in real life; it is perpetually happening to me.

A long time ago I wrote in this very column, simply as a joke, something to this effect; that, as divorce was becoming not only common but conventional, I supposed there would soon be divorce receptions instead of marriage receptions, divorce guests instead of wedding guests, a divorce march instead of a wedding march, and a divorce cake instead of a wedding cake—the cake to be cut with the correspondent's sword. As a matter of fact, the cake of conventional divorce, combining the respectability of marriage with the freedom of free love, is an excellent example of that very modern sort of cake that people want to eat and have. But I was not then seriously criticising divorce; I was merely throwing out fancies for a comic opera, simply because they were outrageous and impossible and absurd. I now read the following announcement in a newspaper—

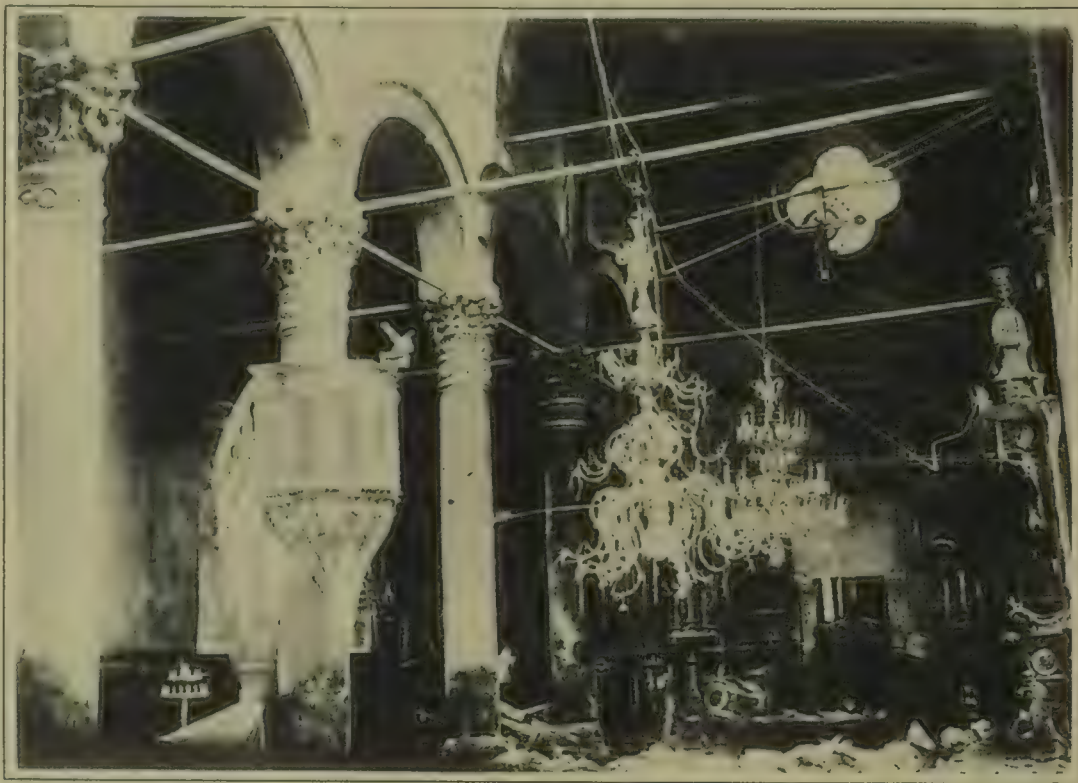
A divorce ring, consisting of a Cupid's arrow broken in half, has just been devised by Paris jewellers, who seek to sell such rings to divorced persons. It is suggested that a ceremony should be associated with the putting on of the ring.

It is not of the nature of what may be called a testimonial to the intelligence of divorced persons, as a class, that even Parisian jewellers should hope to sell them this remarkable trinket. Perhaps the Parisian jeweller also is a satirist. Indeed, I should think a Parisian jeweller probably would be, by this time. Perhaps he also has locked up in his desk a satire in twelve books lashing the Spirit of the Age. But anyhow, "it is suggested that a ceremony should be associated with the putting on of the ring," and there we have the whole procession that I prophesied, the divorce guests marching to the divorce march to partake of the divorce cake. But a vast amount of modern life has that extravagant outline; something that is too extravagant to be exaggerated. Posterity will hardly know the difference between our fashion plates and our political caricatures. It will hardly be able to distinguish a modern Vorticist picture from an imitation of it by some contemporary caricaturist. It will hardly know a piece of "free verse" or a contemporary "free" novel from the parody on it in *Punch*. I should not wonder if the learned dons of distant times finally decide that the parody is the original and the original is the parody. The learned generally have that sort of luck.

But I have sometimes thought of making a sort of catalogue of the cases that have come in my own experience. I mean the cases in which a thing was parodied before it existed. It came into existence, so to speak, as a parody of its own parody. Sometimes the real thing was really much more extravagant than the extravagant thing. I once wrote a

very rambling romance called "The Flying Inn," in which there was an aged Turk who was a sort of crank and preached the theory that everything in Christendom had really been founded upon Islam. Wishing to make it perfectly manifest that the man was mad, I made him say that the prevalence of Crescents among the streets of London was a mark of Moslem influence. He particularly mentioned Denmark Crescent, and pointed to it proudly as a proof of his contention. You would say that this is too farcical even for a farce. You would argue that there could not be even a crank so cranky as that. You would be wrong. Years afterwards I actually did hear Denmark Crescent specially mentioned in proof of a theory. Seated on a secluded seat in the beautiful hill-town of Rye, of all places in the world, I heard with my own ears, in the hush of the twilight, an elderly gentleman saying to a young friend the words "Denmark Crescent." For the instant I was too thrilled to disengage my attention; and the next sentence and a half were enough

suggest that the wild tribe of Dan had remained in Denmark Crescent by accident. Churches are built purposely in the form of a cross; and streets might be built purposely in the form of a crescent. The whole process would be straightforward enough in its way. But what Denmark Crescent had done with the tribe of Dan, and what they had both done with the kingdom of Denmark, and whether the Danes were also Dans, or whether the Danish nation was named after the London street, or what the sense or story in the whole thing, the brain reels in the attempt to conceive. Yet I have reason to believe that the old gentleman was highly intelligent and quite cultivated in other respects; and I know for a fact that intelligent and cultivated people have been captured by this fad, so much less historical and dignified than the fad of my poor old Turk. For, after all, Islam did influence Europe in many ways through the Crusades; a good deal more, anyhow, than Dan influenced Denmark Crescent.



AFTER THE GREAT BOMB EXPLOSION AT SOFIA: PART OF THE WRECKED INTERIOR OF THE SVETA NEDELIA CATHEDRAL, WHERE 140 PEOPLE WERE KILLED, INCLUDING 20 WOMEN AND 10 CHILDREN. We have already published, in our issue of April 25, photographs of the wrecked exterior of the Cathedral at Sofia, taken after the great bomb explosion on the 16th. The above photograph, showing effects of the explosion within the building, has come to hand since, and we give it here in view of the continued interest in the origin and significance of the outrage and subsequent developments. Martial law was declared in Bulgaria; several ringleaders in the Communist plot were killed in conflict with police, and hundreds of others have been arrested. The explosion, it may be recalled, took place during the requiem service for General Georgheff, who was selected by the plotters for assassination to bring together a distinguished company at a State funeral. There has since been an incendiary outrage at Plevna, where the theatre and library were burnt.—[Photograph by C.N.]

to fix the fact. The old gentleman was saying that Denmark Crescent was quite obviously named after the tribe of Dan, and was a clinching and conclusive proof that the English were the Lost Ten Tribes. I heard no more; I fled; I felt it was no place for me or perhaps for any mortal man. I went back to gargoyles and grotesque monstrosities to soothe my mind with a sense of sane and ordinary things. Insanity of that towering and tropical description is too much for a mere weaver of words into frail and tenuous fairy-tales.

For it will be remarked that the old crank who was a fact was much more fantastic than the old crank who was a fantasy. The poor old Turk in my little romance, though trailing all the Eastern clouds of glory, was a sane and sensible person compared with that excellent Englishman who sat looking over that quiet English landscape towards Winchelsea. It is much more rational to suggest that a regular and repeated pattern like a crescent might be part of a general design than to

I could give many other examples; indeed, I have experienced many more than I can remember at the moment. Mr. Belloc wrote long ago a vivid and ironical sketch of a don, called "Lambkin's Remains." Among other things, he described the don as pottering about over excavations in Sussex, with all the perverse and pedantic antics of a certain sort of antiquary. Readers will remember his withering scorn of the mediæval deductive methods which inferred that, because three corners of a pavement had figures of Spring, Summer, and Autumn, therefore the fourth figure, inscribed *Hiems*, must represent Winter. But among other things the don remarked, if I remember right, that a classical bust was traditionally supposed to be a bust of Ariadne, but had been discovered by modern research to be a bust of Silenus. You would think that real life could never beat that. You do not know the powers and possibilities of the strange and mystical race of man. I myself, in going over the excavations of a Roman building, was told by a very learned professor, in so many words, that a carved head with a big bushy beard was the head of a local god who was generally "identified with Minerva." The professor admitted, perhaps not without a sense of irony, that the identification was not complete. It seemed to open a new task for archaeologists; to call for the razor rather than the pickaxe or the spade; and to be a question rather of shaving than saving ancient monuments. But there, again, the fact was really stranger than the fancy.

As I say, I could give a great many other cases even from my own journalistic and literary diary, so to speak. I could tell the remarkable story of the siege of Edwardes Square, where I lived, which was, in many ways, curiously like a story of my own about the siege of Notting Hill, or, more properly, of Campden Hill, with its waterworks tower, under which I was born. But everybody else has had the same experience; and most of my readers could probably give examples of their own, of absurd ideas that embodied themselves as even more absurd facts. The question is: what are we to do if our civilisation is reduced to an absurdity?

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LIFE IN THE ARCTIC: ESKIMO MUSIC; BEAR-BREEDING; WOLF-MASKS.

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AN ESKIMO ORCHESTRA: TAMBOURINE-PLAYERS SHELTERED UNDER AN UPTURNED BOAT, AT A SPRING FESTIVAL IN ALASKA.



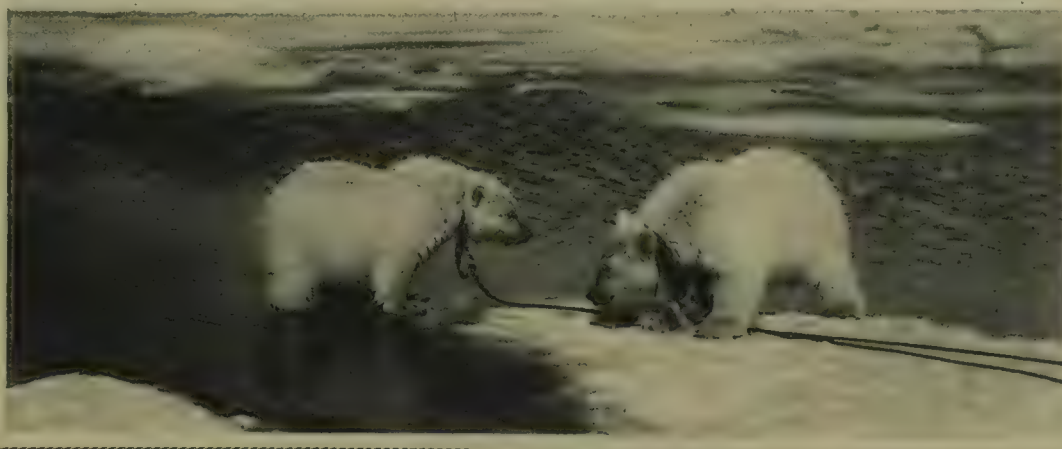
WEARING ANIMAL HEADS AND "PAWS" FOR THE WOLF DANCE: ESKIMO PERFORMERS IN ALASKAN FESTIVITIES ON THE COMING OF SPRING.



SEEN THROUGH A NATURAL ARCH IN AN ICE-CLIFF IN THE NEIGHBOURHOOD OF CAPE LYON: A CAMP OF THE DANISH EXPLORER, KNUT RASMUSSEN, WITH HIS DOGS AND SLEDGES, IN THE ARCTIC REGIONS OF NORTH AMERICA.

THE Danish explorer, Knut Rasmussen, has recently returned from a remarkable journey through Arctic North America, the expedition having lasted three years and a half. The first period was occupied in exploring the lonely country which surrounds the north of Hudson's Bay, in an island of which Rasmussen had his

[Continued opposite.



POLAR BEARS AS "FARM STOCK": YOUNG BEARS KEPT AT AN ESKIMO CAMP, TO BE KILLED AND SKINNED WHEN THEY GROW UP.

headquarters. After that he journeyed westward along the shores of the Arctic Ocean to Behring Straits; that is to say, he crossed, from east to west, the most northerly part of America. Beyond the Canadian forests, where there is no vegetation except a little moss, there lies a desert of several million square miles, which is under snow

[Continued below.

[Continued.]

for the greater part of the year. This inhospitable country is inhabited by the Eskimos. They number about 25,000, and are dispersed in small clans, earning their livelihood by fishing and hunting. For animals abound there, especially white foxes. In spite of borrowing some of the American inventions in order to help them in their pursuits, the Eskimos have remained true to their old customs; and the inhabitants of Barrow Point still celebrate the coming of spring at the end of the whaling season by strange feats. Of course, drinking is one of their ways of celebration, as well as songs and dances, of which the most picturesque

is the Dance of the Wolf. Lastly, there is the Nalugatak, or upward leap. At a height of about three feet, a platform of walrus skins is erected on pegs stuck in the ground. These skins are as supple as india-rubber. The performer climbs up on to the skins, with the aid of the spectators, who then shake them, whereupon he leaps upwards like a ball. He must then keep his equilibrium, and must even try to take graceful attitudes, and then fall on his feet, but this rarely occurs. The women who take part in this game are superior in skill to the men. A performance by an Eskimo woman is illustrated on page 789 of this number.

THE WORLD OF SCIENCE.

INSECT ENEMIES OF GOLF-GREENS, BOWLING-GREENS, AND LAWNS.

By W. P. Pyecraft, F.Z.S., Author of "The Infancy of Animals," "The Courtship of Animals," etc., etc.

"BENEFICIAL insects" and "injurious insects" are terms in common use in books on entomology. It is, of course, to be understood that the labels "beneficial" and "injurious" are bestowed in regard to their relationship to man, who considers all creation as subservient to his interests. Adopting this standpoint, the number of insects which seem to have leagued themselves against their overlord is astonishing. They inoculate him with deadly diseases; they destroy his cattle and sheep; they destroy his crops; they mar his holidays, and they even conspire to destroy his golf-courses! This is indeed the last straw!

He is the victim, it would seem, of a vast conspiracy. For these evildoers take on an infinite variety of forms, and spread their activities over earth, air, and water. But, powerful though these puny creatures be, they meet their match, and more than their match, in "Us." The Criminal Investigation Department of Science knows them all by name, and is always ready to deal with their insidious attacks successfully. To-day I am asked to say something about the damage they do to golf-courses—an offence which passes the bounds of toleration!

One of the greatest offenders is one of the feeblest and most despicable-looking of

the work of destruction. Thinking that the last-named might be glad of a hint as to the best method of ridding himself of this pest, I appealed for advice to Mr. Sutton, and he tells me that the putting-greens should be dressed with a powder known as

We must get back to golf-greens and bowling-greens and lawns. Another undesirable who may stake out claims herein is the St. Mark's Fly, so called because it generally makes its appearance about St. Mark's Day. It is a remarkable insect in many ways, apart from the damage it may do to turf. Sluggish in habit and but a poor performer on the wing, the sexes present a remarkable difference in coloration, red or yellow predominating in the female, while the male is of an intense black. Still more remarkable are the eyes of the two sexes. As will be seen in the adjoining illustration, the male possesses two pairs. When the head is viewed from the front, all that one sees at first is but a single pair of enormous eyes, divided one from the other by a median groove. But look a little closer at their lower borders, and just above the antennæ will be discovered a portion of a much smaller pair. In the side view of the head, these small eyes are plainly defined. But, large as are the front pair, their surface is so beset with hairs that their usefulness as organs of vision must be seriously diminished. The female has but a single pair of eyes, much smaller than the upper eyes of the males, and much larger than his lower pair. It is considered by some



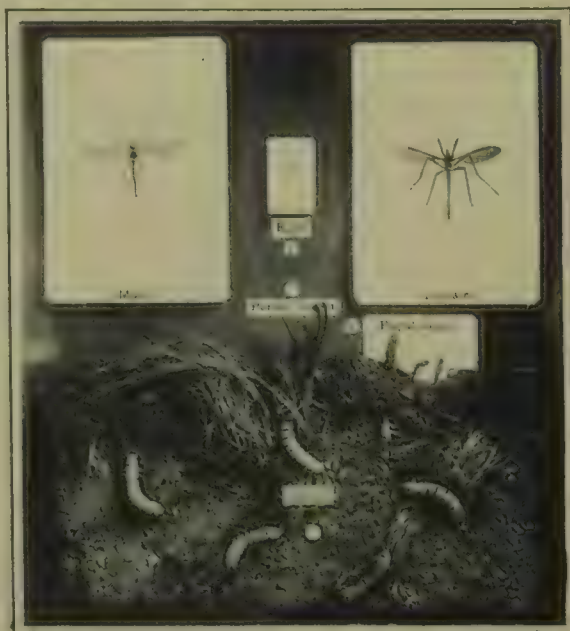
WHY SUCH LARGE EYES, AND WHY FOUR FOR THE MALE (LEFT AND CENTRE) AND ONLY TWO FOR THE FEMALE (RIGHT)? THE ST. MARK'S FLY—AN ENTOMOLOGICAL MYSTERY.

The male St. Mark's Fly has an enormous pair of eyes occupying the whole front of the head, and a small pair below it (seen at b). The central figure shows the head of the male in side-view. The head and eyes of the female are seen in figure B on the right.

"Larvoid," which will in no way damage the grass, but will put an effective end to the ravenous little creatures beneath. It will kill not merely the "Daddy-long-legs," but the Golf Green Fly, the Onion Fly, St. Mark's Fly, the Eel Worm, and the slug.

Now, two on this list share the obloquy of the "Daddy-long-legs." The Golf Green Fly would seem to be a special offender, since he is so very significantly named. So far as I can make out, however, the Golf Green Fly is no worse—indeed, he could not well be worse—than the dreadful "Leather-jacket." The mere fact of his being a near relation of the obnoxious "Hessian Fly" is enough to justify a place on the "black-list." For this is the fly which is so destructive to

wheat. It has a most interesting life-history, but this must be reserved for another occasion, since it has no bearing on our present theme.



THE WORST FOES OF THE GOLF GREEN: "LEATHER-JACKETS"—LARVÆ OF THE DADDY-LONG-LEGS, OR CRANE-FLY—SHOWING (ABOVE) THE HARMLESS ADULTS. "The adult insect is harmless. The mischief is done by the larvæ, which are known as 'Leather-jackets.' When they emerge from the pupa-case they wriggle up from their underground retreat till half the body is above ground, when they escape from the free end of the case."

Photograph by Courtesy of Messrs. Sutton and Sons.

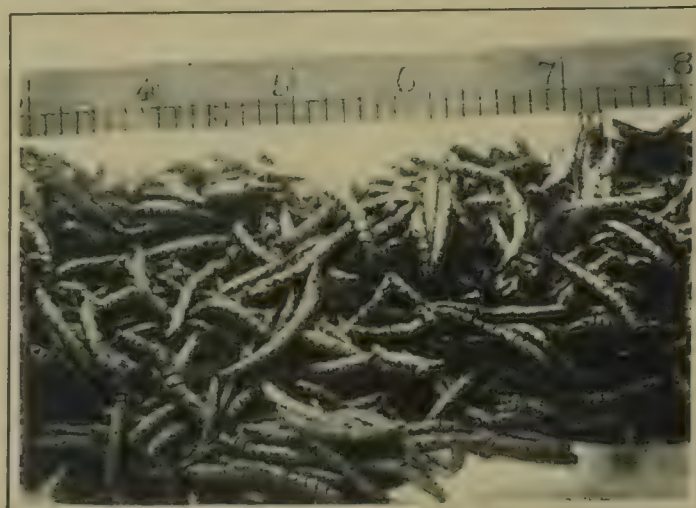


AN ENEMY OF GOLF-GREENS, WHICH FEEDS ON THE ROOTS OF THE GRASS: THE ST. MARK'S FLY—(INSET) THE PUPA. The St. Mark's Fly is so called because it generally makes its appearance about the date of St. Mark's Day (April 25).

insects—the "Daddy-long-legs"—a forlorn-looking creature, who might be supposed incapable of hurting a fly. But when he comes out into the open he has sown his wild-oats, though, she has more to sow. For she lays the eggs that will presently work the mischief we complain of. She may lay as many as three hundred, black and shining. These eggs are laid in the ground, preferably in a nice piece of turf, and in due course give rise to mischief—a swarm of larvæ, known to the farmer and the gardener as "Leather-jackets," on account of the toughness of their skins. They have a ravenous appetite, and feed upon the roots of the grass. Where a golf-course or a bowling-green or a lawn is not available, she will select pastures or corn-fields, or root-crops.

All the winter through, while the weather is open, these little pests feed greedily, retreating far beneath the surface if a spell of frost sets in. In due course, like greedy children, they become "full-fed"; they can eat no more, and so fall asleep, or, as the scientific text-books have it, become "pupæ," encased in a damp-proof covering. This is armed with spines, so that, with the advent of May, they can wriggle their way up through the ground, and escape, to roam about, apparently aimlessly, on translucent wings. In future, whenever you see a "Daddy-long-legs," kill him: he is out for no good purpose. Starlings and rooks destroy vast numbers of the larvæ, and the pheasant, in spite of his supposed predilection for swede-turnips—which I believe he detests—is particularly fond of them. In the accompanying photograph, evidence of this is furnished by the contents of the crop of a bird which fell to a sportsman's gun. It was crammed with them.

But these allies of ours are not sufficiently numerous. And so the farmer and the gardener and the keeper of the golf-course must also take a hand in



PROVING THE PHEASANT TO BE AN ALLY OF GOLF-COURSE KEEPERS, FARMERS, AND GARDENERS: A MASS OF "LEATHER-JACKETS" (DESTRUCTIVE LARVÆ OF THE DADDY-LONG-LEGS) TAKEN FROM THE CROP OF A SINGLE BIRD.

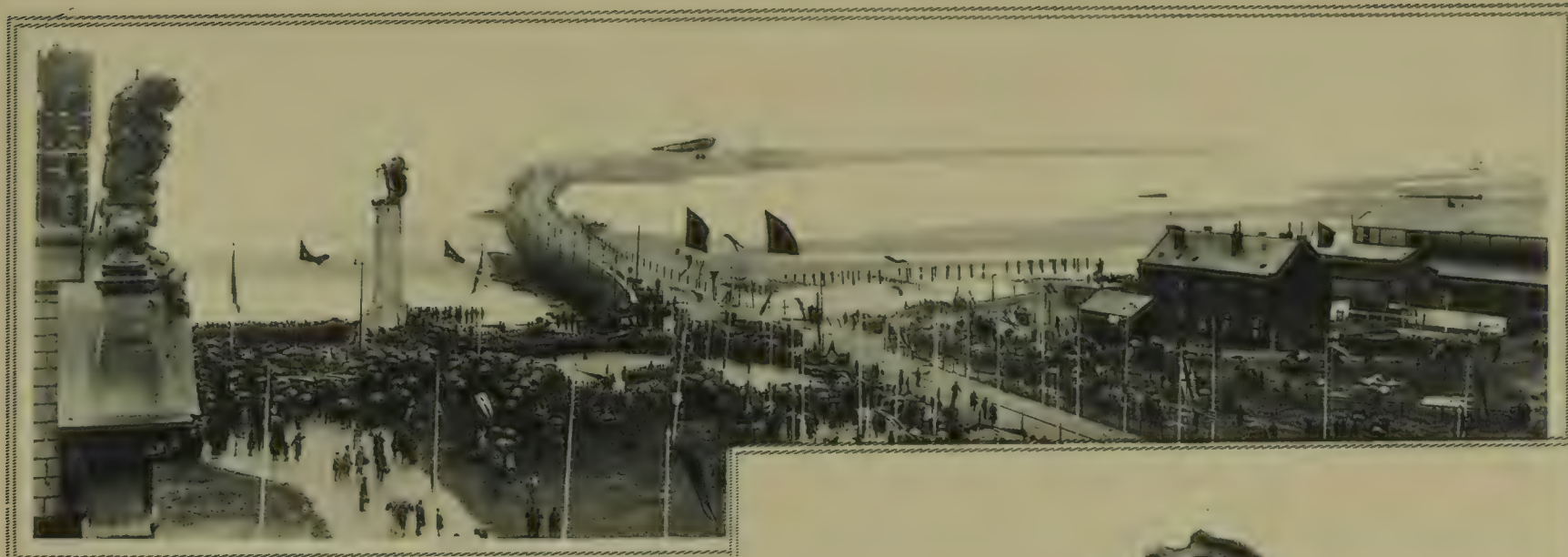
authorities that these small eyes of the male answer to the larger lateral eyes of the female. Why the sexes should differ in this strange way no one has yet been able to suggest, for both live under the same external conditions. But when their life-history comes to be more intensively studied, the clue to this puzzle may perhaps be found. As with the "Daddy-long-legs," so with St. Mark's Fly; it is not the adult, but the larva, which is so destructive. It is peculiar in having the body armed with numerous short spines, which serve it instead of legs to make its way about underground, for it is quite limbless.

Another turf-pest is the "Wire-worm." This is the larva of the strange "Click-beetle." It belongs to a family represented by some 7000 distinct species: among them being the famous "fire-flies" of the tropics. Our "Click-beetle," however, displays no such splendours; but, like most of its congeners, it possesses the power, when turned on its back, of suddenly jerking itself into the air and alighting on its feet, a sharp "click" accompanying the leap. The sound is produced by the friction of the hard, chitinous shell at the hinge formed between the thorax and the abdomen. The extent of the leap varies greatly in different species. Our own species is but a poor performer. It seems to find a greater protection by emitting a nauseous-smelling fluid from a pair of glands near the tip of the upper side of the abdomen. When alarmed it seems to prefer to sham death and "stink" away its enemy, instead of playing acrobat.

But while these various insects provide a vast amount of interesting material for the entomologist keen on problems of evolution and descent, the farmer and the keepers of golf-greens and bowling-greens regard them with other eyes, and find more satisfaction in their extermination.

"ST. GEORGE FOR ENGLAND": THE ZEEBRUGGE MEMORIAL UNVEILED.

PHOTOGRAPHS BY C.N. AND TOPICAL.



THE ZEEBRUGGE RAID COMMEMORATED THERE ON ITS SEVENTH ANNIVERSARY: THE MEMORIAL UNVEILED, SHOWING THE MOLE BEYOND, WITH THE CRUISER "CALEDON" MOORED ALONGSIDE.



WITH A MODEL IN VIOLETS OF THE "VINDICTIVE," THE CRUISER THAT STORMED THE MOLE: BRITISH BLUEJACKETS AT ZEEBRUGGE CARRYING FLORAL TRIBUTES.



BESIDE THE MEMORIAL: KING ALBERT (ON THE LEFT) WITH QUEEN ELISABETH, VICE-ADMIRAL SIR ROGER KEYES (RIGHT), LEADER OF THE RAID, AND AIR-MARSHAL SIR JOHN SALMOND.



EXTOLLING ONE OF "THE MOST HEROIC DEEDS OF THE BRITISH NAVY": KING ALBERT SPEAKING; AND THE ROYAL WREATH INSCRIBED "ALBERT-ELISABETH."



SHOWING THE KING AT THE BASE OF THE MONUMENT, AND THE QUEEN, WITH SIR ROGER KEYES, UNDER THE FLAG ON THE LEFT: THE UNVEILING IN THE RAIN.

The fine Memorial commemorating the British naval raid on the German submarine base at Zeebrugge on St. George's Day (April 23), 1918, was unveiled on its seventh anniversary by the King of the Belgians, who described the raid as "one of the most heroic deeds of the British Navy." The monument, which is 70 ft. high, is surmounted by figures of St. George and the Dragon, and is inscribed, near the top, "St. George for England." Among those present were Vice-Admiral Sir Roger Keyes, who commanded the expedition, many of his officers (including Captain Carpenter, V.C., commander of the "Vindictive," Lieut.-Com. P. T. Dean, V.C., and Sergeant Finch, V.C.), and 250 naval ratings, who also took part in the raid. The men were afterwards entertained to luncheon on the Mole close to the spot where the "Vindictive" storming party landed. The cruiser "Caledon," which brought them to Zeebrugge for the occasion, can be seen in the photographs moored to the Mole. Heavy rain fell during the ceremony.

THE PRINCE AT FREETOWN: CHIEFS AT "COTTON TREE"; "BROWNIES."

PHOTOGRAPHS BY I.B.



GATHERED TO GREET THE PRINCE OF WALES: A CIRCLE OF PARAMOUNT CHIEFS OF SIERRA LEONE AT "COTTON TREE," FREETOWN, WITH A BIG HOWITZER IN THE CENTRE.



AMONG THE GIRL GUIDES OF FREETOWN: THE PRINCE, WITH LADY SLATER, WIFE OF THE GOVERNOR OF SIERRA LEONE, IN A CIRCLE OF WOOLLY-HEADED "BROWNIES."



IN SCARLET, WITH COCKED HAT AND GOLD CHAIN: THE NEGRO MAYOR OF FREETOWN, MR. C. MAY, WITH THE MAYORESS, GREETED BY THE PRINCE.



HOW THE BLACK BABIES OF FREETOWN WERE BROUGHT TO SEE THE PRINCE: A PROUD YOUNG AFRICAN MOTHER WITH HER LITTLE BOY.



AN INVESTITURE: THE PRINCE WITH PARAMOUNT CHIEF FARMA, OF LOWER BAMBARRA, ROUND WHOSE NECK HE HAS JUST HUNG THE KING'S AFRICAN MEDAL.



GATHERED AT FREETOWN TO MEET THE PRINCE OF WALES: NATIVE CHIEFS OF SIERRA LEONE.



THE PRINCE SHAKING HANDS WITH A WOMAN CHIEF: AN INCIDENT AT FREETOWN—SHOWING SIR RANSFORD SLATER, THE GOVERNOR (ON THE LEFT).

Freetown, the capital of Sierra Leone, was the second port of call for the Prince of Wales in West Africa, following his visit to Bathurst, capital of Gambia. He landed at Freetown, from the "Repulse," on April 6, and was there the whole of that day and part of the next morning. After receiving an address of welcome read by the Governor, Sir Ransford Slater, at the Supreme Court, the Prince proceeded to an open-air meeting place called Cotton Tree, from a big tree that grows there. Here an immense throng had gathered on the hillside, around a central circle where sat sixty-five paramount native chiefs waiting to greet the Prince. Two of them—named Yewa and Bujahum respectively—were women rulers. The Prince walked slowly round the circle, with many halts, greeting

the chiefs, and receiving gifts. The dresses of the chiefs and their retinues, as well as those of the crowd in general, were highly picturesque. European influence on African fashions was seen here and there in the attire of black clergymen and their wives, students in lounge suits, and Creoles in top hats and wedding dresses. A notable figure was the Negro Mayor of Freetown, Mr. C. May, resplendent in scarlet robes, complete with cocked hat and gold chain of office, accompanied by his wife in a white hat and dress of Western style. After greeting the chiefs, the Prince mingled with the people, and was everywhere welcomed with the greatest enthusiasm. Later he drove to Government House and Fourah Bay College, and lunched at Tower Hill, commanding a fine view of the Rokelle river

[Continued opposite.]

WELCOMING THE PRINCE AT SIERRA LEONE: PICTURESQUE FIGURES.

PHOTOGRAPH BY I.B.



Native Types at Freetown.



Members of a Native Band, with Curious Instruments.

Bengen in her Bells & Shin-guards.



Bundu Dancing Girls.

A Feminine Type.

A Hammock-Dancer Slung from Tree-Trunks.



A Bundu Devil Dancer.

Strange Music.

A Pair of Devil-Dancers.

A Snake-Charmer.

SEEN BY THE PRINCE OF WALES AT FREETOWN: A SNAKE-CHARMER, "DEVIL DANCERS," NATIVE MUSICIANS, GIRLS OF THE BUNDU SECT, A DANCER IN A COSTUME OF BELLS, AND A "HAMMOCK" DANCER.

Continued.]

In the afternoon he opened an agricultural show, the first of its kind at Freetown, and was entertained by native performers, including "devil dancers" in weird costumes, musicians with quaint instruments, girls of the Bundu sect, a snake-charmer who allows the reptiles to bite him, a noted dancer named Bengen (wearing a skirt consisting of clusters of bells, "shin-guards," and wirework collar),

and a gymnast, or "hammock" dancer, who tied himself in knots on a rope slung between forked tree-trunks. Later, the Prince inspected Girl Guides, and in the evening attended a reception and ball at Government House, where 500 British residents of the Colony were present. Before leaving Freetown on April 7, he laid the foundation stone of the new Government Offices.

THE PRINCE IN A LAND OF ROYAL UMBRELLAS: ASHANTI PALAVERS.

PHOTOGRAPHS BY I.B.



UNDER A HUGE UMBRELLA THAT FORMED THE ROOF OF THE ROYAL DAIS: THE PRINCE SHAKING HANDS WITH A CHIEF AT THE SEKONDI PALAVER.



CARRYING HIDE SHIELDS OF MEDIEVAL ASPECT, AND CLAD IN CHAIN MAIL: HAUSSA HORSEMEN FROM THE NORTH AT THE COOMASSIE PALAVER.



WITH FIVE KNIVES—GRIM IMPLEMENTS OF THEIR OFFICE—ON THE RIGHT SHOULDER: TWO EXECUTIONERS IN A CHIEF'S RETINUE AT COOMASSIE.



BORNE IN A LITTER ON THE HEADS OF HIS FOLLOWERS: A CHIEF ARRIVING FOR THE SEKONDI PALAVER, WITH HIS WIVES AND DRUMMERS.



SHOWING THEIR CHAIN ARMOUR AND A REMARKABLE FRINGED "HELMET": ANOTHER VIEW OF HAUSSA HORSEMEN AT COOMASSIE.



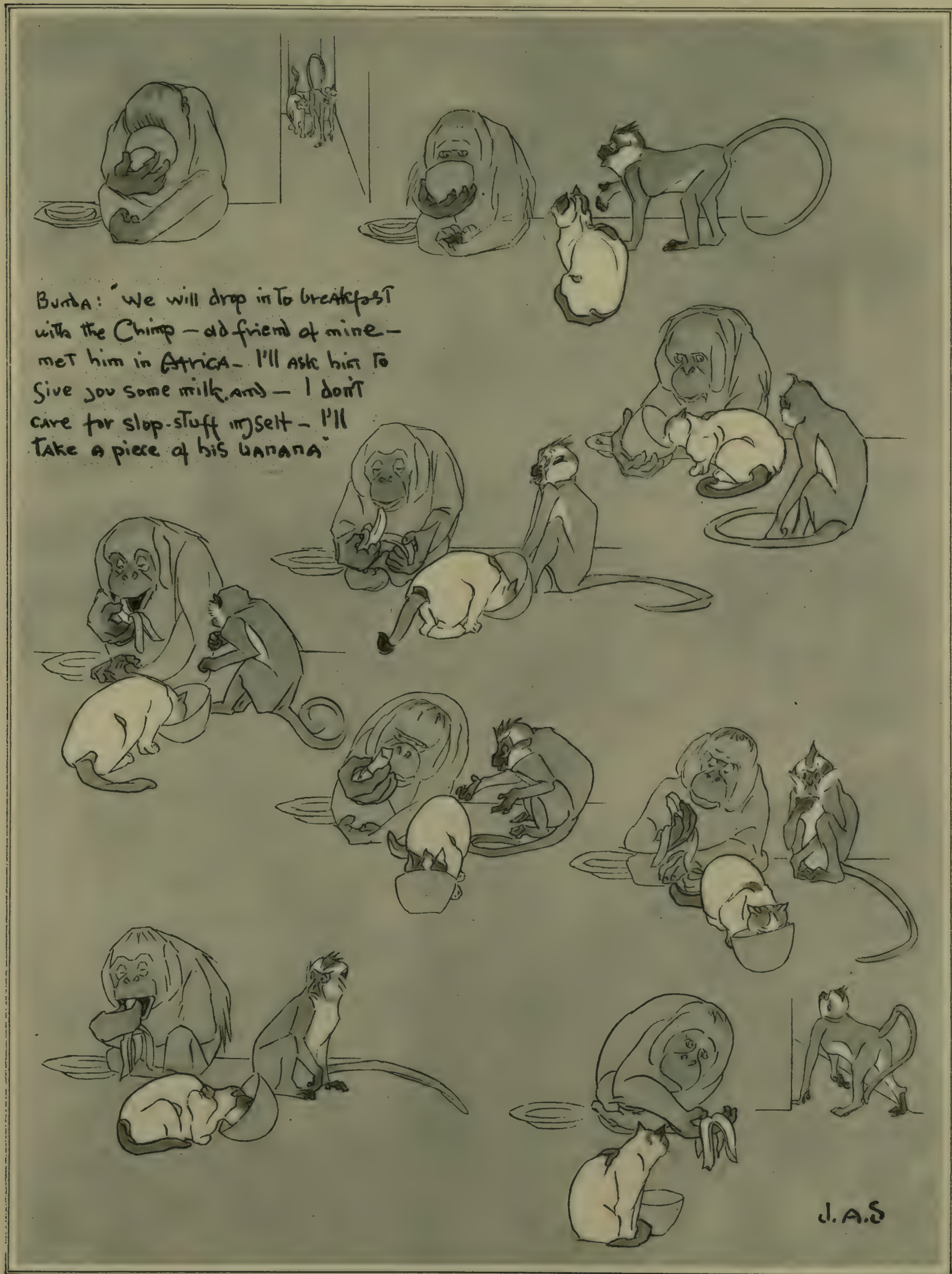
EXPRESSING LOYALTY BY WEARING THE UNION JACK AS A ROYAL ROBE: AN ASHANTI CHIEF AT THE SEKONDI PALAVER.

After leaving Sierra Leone (his visit to which is illustrated on page 794), the Prince of Wales proceeded in the "Repulse" to Takoradi, where he was received on landing by the Governor of the Gold Coast, Sir Gordon Guggisberg, and inaugurated a new breakwater and railway. Thence he motored to Sekondi, and entered an enclosure of a kind he had never seen before. On a dais beneath a gigantic umbrella, of the type used by the native rulers, but surpassing all the rest in size and splendour, the Prince received the assembled chiefs at a Grand Palaver. His appearance was applauded tumultuously by the throng of tribesmen. The following day (Good Friday), the Prince spent among the Ashanti, travelling up country by train to Coomassie, where he attended an early service

in St. Cyprian's Church. At Coomassie another Grand Palaver was held. The Prince was saluted by the "talking drums" (*atumpun*) of the assembled chiefs. The ruler of Mampong read an address and presented him with a golden sword, as well as a stool (the emblem of sovereignty) and a cloth, on which the Prince sat to watch a display of dancing. The cloth was inscribed "*okoasa*" (no more war). The chiefs removed their slippers, and made obeisance as the Prince shook hands with them. After the Ashanti rulers came representatives of the Hausa residents, led by the head of the Moslem community. Among the spectators was ex-King Prempeh, who was deposed in 1896, and last year was allowed to return home as an ordinary citizen.

BLINX AND BUNDA: A TOUR ROUND THE "ZOO."—No. IX.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD.



BUNDA TALKS BIG AND IS MADE TO FEEL SMALL: THE ADVENTURE OF THE BANANA.

Those who talk familiarly of their acquaintance with great people are often proved to have been drawing the long bow. It was so with Bunda on this occasion. His airy remark to Blinx quoted above was an empty boast, and a bit of a fib, as well, for the ape on whom they called for breakfast

is not a Chimpanzee at all, but an Orang-utan, and he hails from Borneo, and not from the Dark Continent. Bunda's statement that he met him in Africa was therefore contrary to fact. No wonder he was only offered the skin of the banana!—[Drawing Copyrighted in the United States and Canada.]

PERSONAL PORTRAITS—BY WALTER TITTLE. CLEMENCE DANE.

AT a well-known school for boys in Tonbridge I found Clemence Dane. She was the guest there of her secretary, whose brother is headmaster of the school. In a handsome and spacious apartment, the huge windows of which overlooked an attractive garden, I started a first appraisal of my subject with pencil in hand. Tall and handsome, with very black hair and eyes, slightly aquiline nose and prominent chin, she presented a most positive problem for a portraitist. Her mouth revealed interesting irregularities as well as a proneness to smile easily, finding quick allies in this activity in her expressive eyes. I soon found her possessed of an easy, rollicking humour, such as one meets less frequently in England than in America; and after a quarter of an hour of merry conversation, that added much to my pleasure, but scant ease to my graphic task, I could easily picture her in childhood as the romping ringleader of her associates at play, whom I would be willing to wager were more frequently boys than girls.

Scarcely was my sketch begun, than pencil and paper were forgotten in a series of lively discussions on varying subjects. The first rose from a mutual admiration of the drawings of William Blake, some reproductions of which adorned the walls. With an enthusiasm born, possibly, of sheer love of argument, she put Blake above all artists that have lived, and demanded concurrence from me. Assuring her I was positive that her admiration and appreciation of this great man could not exceed mine, I refused him the supreme position upon which she insisted.

"What artist would you name as his superior?" she asked.

"Many," was my reply. "Rembrandt, Michelangelo, Titian, Greco—" and I added considerably to my list.

"Why, he could put Rembrandt into his pocket, and Greco as well," she exclaimed, which caused me



WALTER TITTLE'S PORTRAIT OF A WELL-KNOWN NOVELIST AND PLAYWRIGHT:
MISS CLEMENCE DANE.

to burst into hearty laughter, in which she freely joined. Later she confessed that her extravagant claims for Blake were due considerably to her great love of his poetry as a complement to his pictorial art; but the spirit of hyperbole born of this first discussion pervaded some that followed, contributing more to our merriment than our accuracy of statement.

In a comparison of characteristics of the English and American peoples, I claimed her as one of us, in that the reserve, born of shyness, peculiar to her countrymen, was happily lacking in her. Democratic traditions have produced in every American a conviction of equality that verges ridiculously near to one of superiority to the rest of mankind, including his own countrymen; while in England the clearly drawn lines of caste have bred what amounts almost to a general inferiority complex, confined, of course, to the national boundaries. Every Englishman looks with satisfied indulgence, at least, on all other nationalities, but upon his native heath no one less than an Earl dares to forget social position. He divides his fears between possibility of encroachment from below and being reminded of his place from above, rarely daring, as Miss Dane instinctively does, to be his natural self. She agreed that the mask of dignity and reserve of the average Englishman is due to shyness, but qualified considerably the reasons to which I ascribed it. Her own temperamental similarity to Americans had been noted before, she said; she has many friends among them and finds them most congenial. I could enthusiastically claim a like pleasure from association with her countrymen, as, once the instinctive barrier is penetrated and their confidence won, greater kindness and more genuine hospitality than theirs cannot be found in the world. Besides, I had often been tempted, when looking at a map of the British

Empire, to abandon the theory of shyness altogether.

Laughingly we turned to another difference, this time about W. S. Gilbert. She did not quite agree with my claim that his work is still as fresh as when it was written. Among other examples in defence of my premise I likened a well-known family of poets in London to the inimitable Bunthorne. "Patience" fits their case to-day as well as it did that of Wilde. I had seen a member of the above-mentioned family at an evening party, and, though not told until later of the individual's identity, found myself humming the line, "A lily in his mediæval hand." Still unable to force concession of my point, I turned traitor, and deliberately attacked one of her great admirations, who is to an equal degree an idol of mine. I described Mr. Shaw as a borrower from Samuel Butler, and not possessed of a fraction of the originality of Gilbert. "Nevertheless, Shaw 'put across' the Butler philosophy in a way that Butler was unable to do for himself," was her retort.

Our host appeared, and asked what the quarrel was about; he had heard us for some time from his rather distant study, he said. He carried us off to luncheon in the large dining-hall of the school, where it was a pleasure to see the long tables surrounded by attractive boys of varying ages attacking the simple repast with the healthy appetites of youth. A group of the older boys sat with us, and their respectful deference to the master and his guests made me wish for a bit more of this quality in our madcap American youth. The meal concluded, all rose simultaneously and stood in reverent silence awaiting a benediction that struck me as a humorous anticlimax, as it came forth in two short Latin words, rather

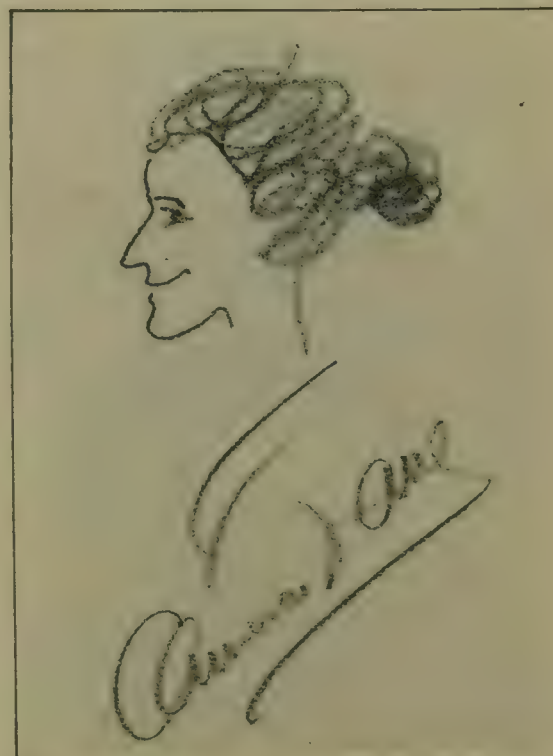
perfunctorily pronounced by our host.

Continuing our task, Miss Dane told me a bit about herself. She started life as an artist, and still

[Continued on page 800.]



THE BITER BIT: MISS CLEMENCE DANE'S PORTRAIT OF MR. WALTER TITTLE.



THE AUTHOR OF "A BILL OF DIVORCEMENT" IN HER OWN EYES: A SELF-PORTRAIT, BY CLEMENCE DANE.

A BIG-GAME PHOTOGRAPHER AS ARTIST: THE DUGMORE SHOW.

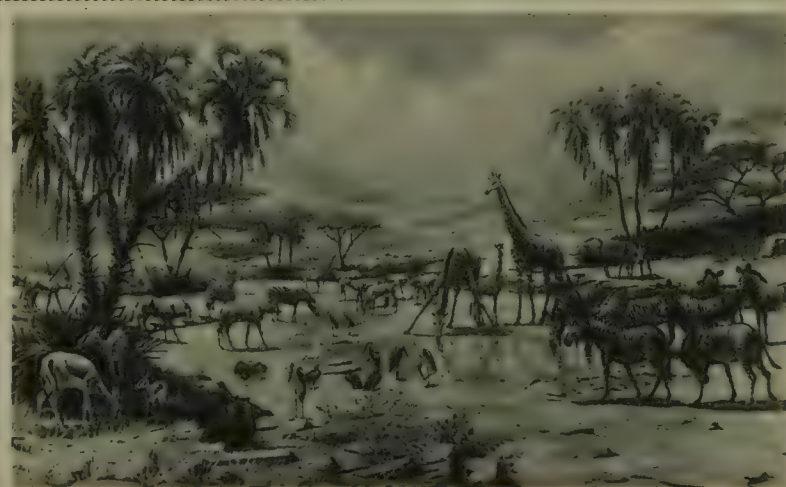
PHOTOGRAPHS BY COURTESY OF THE GREATOREX GALLERIES, 14, GRAFTON STREET, BOND STREET.



PAINTED BY MAJOR A. RADCLYFFE DUGMORE, THE BIG-GAME PHOTOGRAPHER: NEWFOUNDLAND CARIBOU MIGRATING ON A FROSTY MORNING.



FROM MAJOR DUGMORE'S EXHIBITION OF ANIMAL PAINTINGS NOW ON VIEW IN LONDON: RHINOCEROS AT A BATHING POOL IN KENYA.



AT A WATER-HOLE IN NORTH KENYA: RETICULATED GIRAFFE, GREVY'S AND GRANT'S ZEBRA, ORYX, GRANT'S GAZELLE, MARABOU STORK, AND VULTURES.



ELEPHANT IN THE FORESTS OF MARSABIT IN KENYA: A PICTURE IN MAJOR DUGMORE'S EXHIBITION AT THE GREATOREX GALLERIES.



THE NOONDAY SIESTA: IMPALLA, ZEBRA, COKE'S HARTBEESTE, AND WATER-BUCK—A PAINTING BY MAJOR RADCLYFFE DUGMORE.



A BULL MOOSE OF EASTERN CANADA: A PAINTING BY MAJOR RADCLYFFE DUGMORE, THE WELL-KNOWN BIG-GAME PHOTOGRAPHER.

Major A. Radclyffe Dugmore, hitherto known to fame as one of the most daring and successful among photographers of big game at close range, in their native haunts, has now come before the public in a new capacity, as an animal painter. His exhibition of Big Game, Landscape, and Marine Paintings has just been opened at the Greatorex Galleries in Grafton Street, Bond Street, and will remain on view until May 23. As our examples show, Major Dugmore is skilled at delineating with his brush the creatures which he has so often encountered and "snapped" with the camera. Very striking examples of his "close-up"

photographs of rhinoceros, lions, Coke's hartbeeste, giraffes, and hippopotamus appeared in our issues of April 14 and 21, 1923, when his film, "The Wonderland of Big Game" was given at the Polytechnic. Major Dugmore is a grandson of the late Lord Brougham, and is a highly trained naturalist. His travels have taken him not only to Africa, but also to many parts of Europe, Asia, and America. His books include "Camera Adventures in the African Wilds," "The Romance of the Newfoundland Caribou," and "The Romance of the Beaver." He served all through the War, in which he was wounded and gassed.

BOOKS OF THE DAY.

By J. D. SYMON.

LET us this week take our ease at our inn. To that recreation the books of the day lend themselves very comfortably; for the best of the new novels is intimately concerned with the kind of house at which Poet Shenstone found his warmest welcome. The generous novelist has given us not one inn, but two—hostelries facing each other across the village street, and in some ways competitors, although the competition was not so deadly as that between Meg Dods's immortal change-house and the upstart Tontine or Fox Hotel ("hottle" Meg called it) at St. Ronan's. And there we go, off on a hobby of reminiscence! To mention inns and romance in the same breath is to open up avenues of literature, the exploration of which would carry us and our hobby far beyond the limits of this article, and would leave the main subject, the pages in waiting, clean out of the reckoning. But a few random calls by way of *hors d'œuvres* may not be amiss.

Fiction, in which one may include drama, would be badly off without the hospitable, or even the inhospitable, inn. In these recent days the Boar's Head, sacred to the frolics of "Him at Agincourt who shone," and "funny queer Sir John," has taken the operative (as distinct from the "legitimate") stage for at least the third time. Quotation from Burns in this Shakespearean connection demands a reference, in passing, to the inns or change-houses of Robin's own creation, Tam o' Shanter's refuge (name unrecorded) and "Poozie Nancy's," the doss-house raised by genius to Parnassus. Salute, too, that squalid hostelry which was to Quixote a castle of romance; and, descending to fact for a moment, that rough-and-ready German inn where Erasmus spent a none too comfortable night. Secure in its monopoly for a circuit of several weary miles, that house could afford to be churlish to any guest who complained. To that the host's reply was "*Quaere aliud hospitium*," or, as Meg Dods would have expressed it in similar circumstances, before she was plagued by opposition, "Troop aff wi' ye to another public."

In the world of romance that command presents no difficulty, for the inns of fiction are legion, from the cosy to the cut-throat. Dickens's houses of entertainment have a separate and highly specialised literature of their own, and Mr. W. B. Metz is their prophet. Scott's inns would repay a similar study, which has not yet been devoted to them, perhaps because they are types rather than individual portraits, and identification of originals would be difficult. But as types of a bygone social life they have all the comfortable attraction of Dickens's inns at their best. Saturday evening at Mrs. MacCandlish's, the Gordon Arms at Kippeltringan, is as great a triumph of Northern *genre* painting as the opening scene at the Maypole is of Southern. On the gathering of local worthies in an ale-house parlour great issues hang; without it, "She Stoops to Conquer" would hardly get well under way, and the most delicious of all stage imbroglíos moves forward from an actual to a supposed inn, there (in eighteenth-century phrase) "to find its account."

Without the essential inn, romance could not prosper, perhaps could not even exist. Tellers of tales find there inexhaustible material—a theme that lends itself to endless variations. In our own times allegorical extravaganzas of the hostelry has given the inn symbolic wings, and taught it, if not celestial aviation, at least terrestrial locomotion and the trick of ubiquity, whence sprang a wild and whirling, yet, mark you, a very sober, tale of the tavern—in fact, an epic. To the tavern's epic quality let Mr. Chesterton bear witness in his "Flying Inn," and George Douglas Brown threw further light upon the subject when he recounted the high doings with which Sweeney Broom, the chimney-sweep's son, aroused the admiring envy of the Barbie boys. "For Sweeney had journeyed with his father to far-off Fechar's, yea, even to the grosset-fair, and came back with an epic tale of his adventures. He had been in fifteen taverns and one hotel (a Temperance Hotel where old Brown had bashed the proprietor for refusing to supply him gin); one Pepper's Ghost; one Wild Beast Show; one Exhibition of the Fattest Woman on Earth; also in the precincts of one gaol, where Mr. Patrick Brown was cruelly incarcerated for wiping the floor with the cold refuser of the gin." The Red Lion of Barbie appears in the very first line of "The House with the Green Shutters," and it remains an ever-recurring and insistent term of reference; the house is, in fact, a subordinate but vital character in the story. So it must always be in any tale of "small-

town" life. The seventh house in Miss Mitford's systematic description of "Our Village" is "The Rose," of which and of its hearty landlord, Mr. Sims, the reader is to hear much interesting news. No place is so small or remote but it finds its focus in the tavern. When Miss Mitford made that excursion with Master Green to outlying Chittling Moor, the heroine of her comedy of rustic courtship is the Widow Knight, keeper of the lonely ale-house there. But it is time to take Meg Dods's advice and "troop aff to another public."

Before me, as already hinted, lies the latest novel of village tavern life, "THE GEORGE AND THE CROWN," by Sheila Kaye-Smith (Cassell; 7s. 6d.), a canvas painted with a broad but uncompromising human touch. To read it with the gentle optimism of "Our Village" in mind, brings the sharpest realisation of the change in method, in outlook and observation, that a century has wrought. Miss Mitford kept the ugly and the sordid out of her pages, with a rigid exclusion that present writers would condemn as obscurantism. They will be fortunate if their own aggressive realism takes rank as a classic a hundred years hence. Perhaps Miss Mitford sounded her persistently Arcadian note as a relief from her own hard life. But even the struggle to which her father's selfishness condemned her could not sour her nature.



INTERESTING IN VIEW OF THE PROPOSED RESTORATION OF THE ORIGINAL AND THE SUGGESTION TO RETURN THE ELGIN MARBLES: THE ONLY COMPLETE REPLICA OF THE PARTHENON AT ATHENS, RECENTLY COMPLETED AT NASHVILLE, TENNESSEE.

In celebrating its centenary in 1897, the town of Nashville, Tennessee, erected a stucco replica of the Parthenon to mark its own claim to be the "Athens of the South." The building proved so fascinating to visitors that it has since been given solid and permanent form. The details are as exact as possible, and for the statuary casts were taken from the Elgin Marbles in the British Museum. This beautiful replica of the Temple of Athene Parthenos on the Acropolis at Athens is of especial interest now that Greece (as noted in our issue of March 7, where we illustrated the ruins) is contemplating a partial restoration of the original. A recent suggestion, by Mr. Courtenay Pollock, the well-known sculptor, that the Elgin Marbles should be returned to be replaced on the Parthenon, led to an epistolary controversy, in which Mr. Edward Bell and Mr. Theodore Fyfe argued against the proposal. Mr. Pollock replied maintaining his contention.—[Photograph by P. and A.]

How good-humoured that nature was, how her days were lightened by a thousand interests and activities, is no new story, but it has been outlined once more, and rather more than outlined (for the portrait is wonderfully complete), by Mr. R. Brimley Johnson in his excellent selection from "THE LETTERS OF MARY RUSSELL MITFORD" (The Bodley Head; 6s. net), in which she reveals not only her own personality, but also "something casually intimate about a number of the great men and women" of her time. Mr. Brimley Johnson has done real service to Miss Mitford's memory.

This volume of letters tempts me to linger yet another moment to note a significant passage on the question of realism versus idealism. Miss Mitford has declared herself a conscious and deliberate idealist. Writing to the landscape painter, Sir William Elford, she said: "You avail yourself of happy accidents of atmosphere, and if anything be ugly you strike it out, or if anything be wanting, you put it in. But still the picture is a likeness." That was her own method in writing "Our Village," yet she claims that the picture is "as true as is well possible. . . . Nevertheless, I do not expect to be poisoned. Why should I? I have said no harm of my neighbours, have I?" Her fear rather is that some of them should be spoilt.

There is, however, a balance to be struck. To the modern, sophisticated eye "Our Village," fine and enduring work though it is, may seem to err at times on the sugary side. A little of the bitterness of life might have brought the book nearer to that golden mean which used to be the aim of art. In "The George and the Crown," on the other hand, Miss Sheila Kaye-Smith, while remaining a frank modern, has yet so cunningly tempered her realism with justice and mercy, and even with a pathos which the shrillest of her contemporaries dare not call mawkish, that the whole work leaves her hand fully

rounded and satisfying. There is naturalism and frank admission of passion, but at the same time, while marriage is in one case all but a failure, in another its sanctity and healing influence is upheld with an infinite subtlety of handling—a suggestion rather than a direct statement. Here Miss Kaye-Smith has faced life as it is, but she has taken due account of its tenderer side, and she has not feared to risk her place among the young Intelligentsia by a refusal to use none but sombre colours. She has achieved a happy ending that has the merit of seeming inevitable, and, where that happens, there is fine art.

The scene is still Sussex, but Sussex qualified by Sark; and upon the life of the Channel Islands and the super-insular jealousy between island and island, Miss Kaye-Smith's touch seems to be as sure and as picturesque as it is upon her beloved South Downs. It is in Sussex that she places her two rival taverns, and there the crisis of the struggle occurs; but the overseas interludes do not interrupt the even current of the story. Despite its harsher moments, the story brings with it the refreshment of "clean grit and human nature," all the more attractive that from first to last this is a tale of plain people. The world of fashion never obtrudes either its culture or its vice. London is very far away. For this relief, much thanks.

If the inn is essential to life, then the traveller is essential to the inn, and a new word on travel—or if not a new word, at least a word that has long lain in limbo, and the word of a very famous writer at that—has been recovered for our delectation by the acumen and industry of Mr. P. P. Howe. A year or two ago Mr. Howe gave us what is out and away the best life of William Hazlitt, and now, continuing his researches, he has been enabled to offer us "NEW WRITINGS BY WILLIAM HAZLITT" (Secker; 7s. 6d.)—Mr. Secker, by the way, also published Mr. Howe's *Life of Hazlitt*. Most of these papers have been identified, and those that are not bear such unmistakable mint-marks of the true Hazlitt that it will be difficult to shake belief in their authenticity.

Hazlitt would have had small sympathy with modern internationalism, and still less with the influence that foreign literatures have exercised on certain English writers. In the first of these recovered essays he says: "I am one of those who do not think that much is to be gained in point either of temper or understanding by travelling abroad. Give me the true, stubborn, unimpaired John Bull feeling that keeps fast hold of the good things it fancies in its exclusive possession, nor ever relaxes in its contempt for foreign frippery and finery." Here, again, although Hazlitt's hectoring style makes fine, spirited reading, the mark is overshoot and the golden mean seems likely to be missed; but W. H. is not quite so intolerant as might appear; and he brings his argument round at length to the conclusion that "it is well to be a citizen of the world, to fall in as nearly as we can with the ways and feelings of others, and make oneself at home wherever one comes."

The thirty-three pieces now added to Hazlitt's known writings extend over a period of rather less than two years. Of these, twenty-five have been taken from the *Atlas* newspaper, to which Hazlitt was known to be a contributor. The chief interest of the re-discovery lies in the fact that the file of the *Atlas* at the British Museum was incomplete, and Mr. Howe's indefatigable research led him to a complete file, hitherto unsuspected, in the Library of Yale University. Seven new contributions were thus unearthed. To each of the articles Mr. Howe has added excellent notes, which include a conundrum that must by this time have set experts in Byron and Keats cudgelling their brains.

Readers who take their ease in their inn or elsewhere, should note the following novels. "KEPT," by Alec Waugh (Grant Richards; 7s. 6d.), is an extraordinarily clever but unhappy book. "THE RAINBOW CHASERS," by Dorothy Senior (Philpot; 7s. 6d.), offers a light and amusing piece of genial optimism. "GILBERT BOON," by C. J. Vasey (Duckworth; 7s. 6d.), is a first novel of no great accomplishment, but yet not entirely without promise. It is the story of a young man's rather bizarre career in love and business. In each of these not unimportant concerns he proved a rolling stone.

THE ART OF THE ETCHER: A DRIAN DRY-POINT.

FROM THE ETCHING BY DRIAN. (PUBLISHED BY THE MAISON DEVAMBEZ, 23, RUE LAVOISIER, PARIS.)



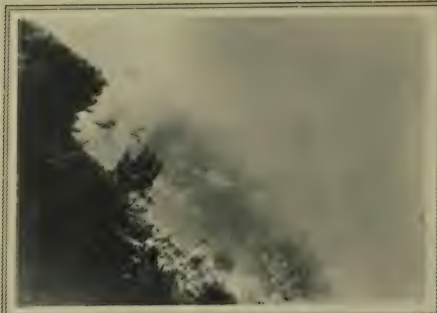
A FINE EXAMPLE OF THE WORK OF A FAMOUS FRENCH ARTIST: "THE JAPANESE PARASOL."

We here continue our series of examples of the work of modern etchers, with a reproduction of a beautiful dry-point by Drian, the famous French artist, who excels in his etchings of women, and his rendering of feminine grace of line and pose. An exhibition of his work was recently opened in Paris, at the Hôtel Jean

Charpentier, 76, Faubourg Saint-Honoré, the gallery in which there has lately been exhibited the work of Count Alexander Rzewuski, two of whose dry-points, it may be recalled, were reproduced in the issue of "The Illustrated London News" for April 18.—[Drawing Copyrighted in the United States and Canada.]

REMARKABLE UNDERSEA PHOTOGRAPHS IN A SUBMARINE

PHOTOGRAPHS TAKEN BY DR. ROY WALDO MINER AND MR. J. E. WILLIAMSON, WITH THE AID OF THE WILLIAMSON



WITH BRILLIANT REEF-FISHES DARTING IN AND OUT: THE EDGE OF A CORAL BANK—CLUB-FINGERED GORGONIA AND TUBE-SPONGES (SPINOSELLA).



A FORMATION COMPOSED OF THOUSANDS OF INDIVIDUAL SPECIMENS: A BANK OF BRANCHED PORITES CORALS—PHOTOGRAPHED (LIKE THE REST) UNDER WATER.



SEA PLUMES AND CORAL POSTS: A VISTA THROUGH A SUBMARINE FAIRYLAND OF MAGENTA AND GOLD—A TYPICAL CLEARING IN THE OCEAN FOREST.

OF WONDROUS SYMMETRY AND DELICACY: CLUSTERS OF FAN CORAL (*ACROPORA PROLIFERA*) BORDERING MASSES OF STAGHORNS (*ACROPORA CERVICORNIS*), ON RIGHT.

GROWING LUXURIANTLY AMONG THE CORALS: WAVY MASSES OF MANY-FINGERED GORGONIANS, ADDING COLOUR AND GRACE TO THE SUBMARINE "LANDSCAPE."

CROWNED WITH DOME-SHAPED LIVING COLONIES OF *ORBICELLA*: CORAL POSTS (CENTRE) BESIDE THE MORE FOLIATE EXPANSIONS OF THE STINGING CORAL (*MILLEPORA*).

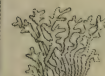
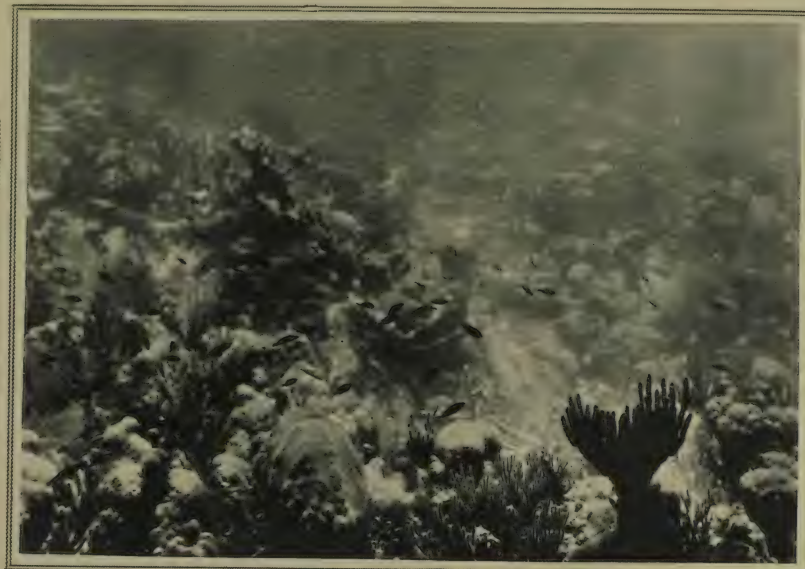
These wonderful undersea photographs of coral growths in the Bahamas were taken by means of the Williamson tube, illustrated and described, in the abridged article by Dr. Roy Waldo Miner, on page 804 of this number. Elsewhere in his original paper, published in "Natural History" (the organ of the American Museum of Natural History) he says, with particular reference to the above photographs: "I shall never forget my first view of the barrier reef as seen through the window of the tube. Great trees of the reef-forming coral (*Acropora palmata*) rose from the reef platform, constituting a veritable stone forest with closely interlacing branches, a marble jungle which melted into the pearly blue haze of the watery atmosphere, the wide branches often breaking the surface of the water at low tide, especially on the side toward the lagoon. Multitudinous schools of reef fishes were swimming in and out through the forest aisles in stately procession, each species keeping much to itself in exclusive fashion. Jacks, yellowtails, black angels, blue angels, blue parrot fishes, groupers, red snappers, and countless smaller brilliantly coloured species were visible in great numbers. Once an enormous jewfish came slowly into view around a coral

FAIRYLAND: LIVING CORAL GROVES OF THE BAHAMAS.

SUBMARINE TUBE. BY COURTESY OF THE AMERICAN MUSEUM OF NATURAL HISTORY AND DR. MINER.



WITH
BRILLIANTLY
COLOURED REEF
FISHES,
GLEAMING LIKE
JEWELS, SWIM-
MING ABOUT THE
FRONDS OF THE
TREE-LIKE
GORGONIANS, OR
SEA BUSHES:
SUNLIT AISLES OF
THE SEA-FOREST
FLOOR—ONE OF
A WONDERFUL
SERIES OF
UNDERWATER
PHOTOGRAPHS OF
THE BAHAMA
CORAL REEFS.



A TYPICAL GROUP
OF PALMATE
CORALS, THAT
RISE, WITH
BROAD HAND-
LIKE BRANCHES,
SOMETIMES
FIFTEEN OR
TWENTY FEET
HIGH, THEIR
UPPERMOST TIPS
BREAKING THE
SURFACE OF THE
WATER AT LOW
TIDE: THE MOST
CHARACTERISTIC
GROWTH OF THE
WEST INDIAN
BARRIER REEF.



tree-trunk, its huge mouth gaping as it swam slowly toward the tube, and gazed at us with bleary eyes. As the tube was moved slowly back and forth by the men above, an ever-changing panorama revealed itself to our view. At times the forest opened to disclose submarine glades dotted with coral growths of fantastic shape. Posts of coral rock topped by dome-shaped heads of *Orbicella* reminded one of huge mushrooms, while beautiful fronds of the fan coral (*Acropora prolifera*) crowned mounds adorned by sulphur-yellow *Porites* and waving sea-fans of magenta and gold. The great staghorn coral (*Acropora cervicornis*) covered extensive areas of the reef platform, especially in front of the coral groves, its sharp, branching spikes forming interlacing masses menacing in every direction, like a complicated and confused *chevaux de frise*. Immense domes of the star coral (*Siderastrea*) and the brain coral (*Meandrina*) showed here and there, diversified by brown, white-tipped fronds of stinging coral growths (*Millepora alcicornis*). Many specimens of these various coral growths were brought up from the sea-floor to form an exhibit in the American Museum at New York.

THE NATURALIST UNDER WATER:

CORAL-GATHERING AND PHOTOGRAPHY IN THE BAHAMAS.

Abridged from an Article by Dr. ROY WALDO MINER, Curator of the Department of Lower Invertebrates in the American Museum of Natural History, New York. By Courtesy of the Museum and the Author.

HUNTING corals with a submarine tube, diving apparatus, and pontoons fitted with chain hoists is doubtless a unique experience, though many collections have been made in the past by means of more primitive apparatus and native divers. The writer has just had the privilege of leading an expedition of the former kind to Andros Island in the Bahamas, where, through the efficient co-operation of Mr. J. E. Williamson, manager of the Submarine Film Corporation, a large collection of corals was obtained, together with photographs, sketches, motion pictures, and other data, to be utilised in constructing a reproduction of a typical Bahaman coral reef as an exhibit in the American Museum's new Hall of Ocean Life.

The expedition—which included, in addition to Mr. Williamson and the writer, the following Museum artists: Mr. Herman Mueller, glass-modeller; Mr. Chris. E. Olsen, modeller and artist; and Dr. George H. Childs, colourist—left New York on June 6, reaching Nassau in the Bahamas three days later. The party left for Mangrove Cay, Andros, on the evening of June 17, with a fleet consisting of a forty-five-foot gasoline yacht, the *Standard*, two motor-boats, the Williamson submarine tube apparatus, a pontoon with chain hoist, and two dinghys. This fleet was towed by the *Lady Cordeaux*, a sea-going tug of considerable size, owned by the Bahaman Government, which courteously lent it to conduct our fleet across the dangerous arm of the sea known as the Tongue of the Ocean.

Andros "Island" is really an archipelago, for it is intersected by three bights, extending completely through the land mass from east to west, and by many subsidiary channels, that cut it up into a multitude of cays of various sizes, and form a veritable labyrinth of waterways.

The western shore shelves off gradually to form the Great Bahaman Bank, composed of shallow coral and sand flats—one of the most important sponge-fishing grounds in the West Indies. The eastern shore, on the other hand, rises abruptly from the Tongue of the Ocean—a depth of a thousand fathoms. At a distance of about one to two miles from the eastern shore is the most typical barrier reef in the West Indies, extending the entire length of Andros. This romantic coral reef was the immediate objective of the expedition. We pitched our work-tents on Little Golding Cay, an islet situated out on the reef itself near one of the entrances to the lagoon.

A description of the submarine tube will aid in understanding our methods of work. This remarkable apparatus was invented by Mr. Williamson's father, and was adapted by the son for submarine photography. It consists of a barge, the *Jules Verne*, surmounted by a tower containing chain hoists. Beneath the tower is the well, through which is lowered a tube composed of flexible sections securely bolted together. These are about two feet in diameter, and readily admit the body of a man. The lower end of the bottom section opens into a spherical chamber five feet in diameter, in which two or three persons can be comfortably seated. From it they gaze out through a plate-glass window an inch and a half thick into the world at the bottom of the sea. A ventilator at the top of the tube draws fresh air into the chamber by means of a canvas shute, so that one breathes easily and comfortably many feet below the surface of the water. Sections added at the top permit the lowering of the chamber to any desired depth.

I shall never forget my first view of the barrier reef as seen through the window of the tube. (See p. 802.)

Suddenly into the midst of the strange beauty of the submarine jungle Williamson came floating down equipped with diving helmet. Now he advanced like some strange monster with slow, half-gliding strides, grotesquely peering at us through the goggle-eye windows of the helmet. A long crowbar had been lowered to him, and, placing it like a lance in rest, he assailed a large branching coral. The bar was not needed, for the coral fell at a touch from the point, and, fastened to a lowered rope, was quickly hauled to the surface. A bucket was now let down and filled

this way. The record specimen measures twelve feet, and, it is estimated, weighs about two tons.

As soon as the corals were collected, they were towed to the sandy beach on Little Golding Cay and stranded at high tide. Here they were put through the bleaching process by Mr. Herman Mueller, the glass-modeller of the Museum staff, who is also an expert in the preparation of coral specimens.

Then came the problem of packing. Thirty-one cases of corals were prepared, requiring three thousand feet of lumber and ten boat-loads of sponge clippings.

the total weight was estimated at more than forty tons. The submarine tube was also utilised for the important work of photographing the coral reefs from beneath the sea. More than a thousand photographs were taken during the trip, including under-sea pictures as well as miscellaneous photographs of the surrounding region and those illustrating the methods employed. About two thousand feet of motion pictures were also secured. The tube was employed for the first time on record for making water-colour sketches of living corals and associated forms beneath the sea. Mr. Chris. E. Olsen and Dr. George H. Childs, artists on the Museum staff, were charged with this work, and painted more than sixty water-colour sketches, which will be invaluable in constructing the proposed group.

Photographing and sketching in the tube could be carried on only in calm weather outside the reef. Unfortunately, we were considerably hindered in this part of the work by the almost continuous trade winds, which prevented us from anchoring the barge outside. On one occasion, however, we made the attempt, and worked while the tube was swinging like a pendulum among the coral heads with the motion of the waves as they dashed against the reef. This was too risky to repeat, as there was constant danger that the glass window would be forced against some projecting coral and broken. Luckily, some calm days were given us when the wind

blew off shore, and in one instance we were able to work for hours at a stretch in the tube, photographing almost continuously under perfect conditions. Not a

little work was done among the coral clusters in the more quiet waters of Hog Cay Channel, at the northern side of Middle Bight Entrance.

As may be inferred from the number of fish seen about the coral reef, fishing in the lagoon brought quick returns. Our table was always plentifully supplied. On one occasion I told a little native boy, who was helping us, to get us some fish for next morning's breakfast. He asked me what kind I wanted. I said, "Red snappers." Within an hour he brought me thirty-four of these fish! At times we feasted on green turtle. Sharks were abundant, and we had an adventure with one of them. Some of our men were sent ashore in the small motor-boat to obtain a supply of water. A shark apparently mistook the fishlike bottom of the boat for legitimate prey, and darted for the moving propeller. He was thrown completely out of the water, revealing a deep gash under the jaw. He turned over two or three times as he fell back, and then disappeared. The motor stopped completely as the men felt the shock of the impact, and it was found afterwards that the propeller-shaft was

sprung and that the stuffing box leaked. The boat was put out of commission as a motor-boat for the remainder of our stay.

Finally, on July 15, the *Lady Cordeaux* arrived to take us back to Nassau. We lightered our sixty-two cases of corals out to her by the barge and pontoon, and next morning we were all safe in Nassau Harbour.



AN UNDERSEA OBSERVATION-POST: SCIENTISTS SKETCHING AND PHOTOGRAPHING FROM A SPHERICAL CHAMBER AT THE END OF A LONG TUBE LOWERED FROM A PONTOON, WHILE A DIVER COLLECTS CORAL, REGARDLESS OF SHARKS HOVERING NEAR.

This drawing illustrates the working of the Williamson submarine tube described in the accompanying article. The diver is seen fastening a chain sling about the base of a coral specimen, while the pontoon crew prepare to raise it with a chain hoist. Meanwhile members of the American Museum staff photograph and sketch the living corals through the submarine chamber window, and direct the diver by signals.

Drawn by Malcolm Jamieson after Sketches by J. E. Williamson and others. Reproduced by Courtesy of the American Museum of Natural History and Dr. Roy Waldo Miner.

with smaller pieces, while we signalled directions from the window of the submarine chamber.

On other occasions the pontoon was towed out and



LOOPING A SPECIMEN OF FAN CORAL ON THE SEA FLOOR IN THE BAHAMAS: MR. J. E. WILLIAMSON AT WORK IN A DIVING SUIT OFF THE BAHAMAS, "LIKE SOME STRANGE MONSTER."

Mr. J. E. Williamson, of the Submarine Film Corporation, is here seen collecting corals in a Schrader diving suit. He is looping a rope about a fine specimen of fan coral (*Acropora prolifera*), so that it may be hauled to the surface of the sea.

Photograph Taken by Dr. Roy Waldo Miner from the Williamson submarine tube chamber. By Courtesy of the American Museum of Natural History.

the chain hoist lowered. The diving equipment would be utilised to fasten a chain sling around the base of a heavy coral. The chain would be pulled taut from above, and we would wait for the next wave to lift the pontoon and jerk the coral loose. The coral would then be hauled to the surface, and towed ashore on the pontoon. Our largest specimens were secured in

THE CHARM OF DUTCH TILES: NATIONAL TREASURES; A NEW ADDITION.

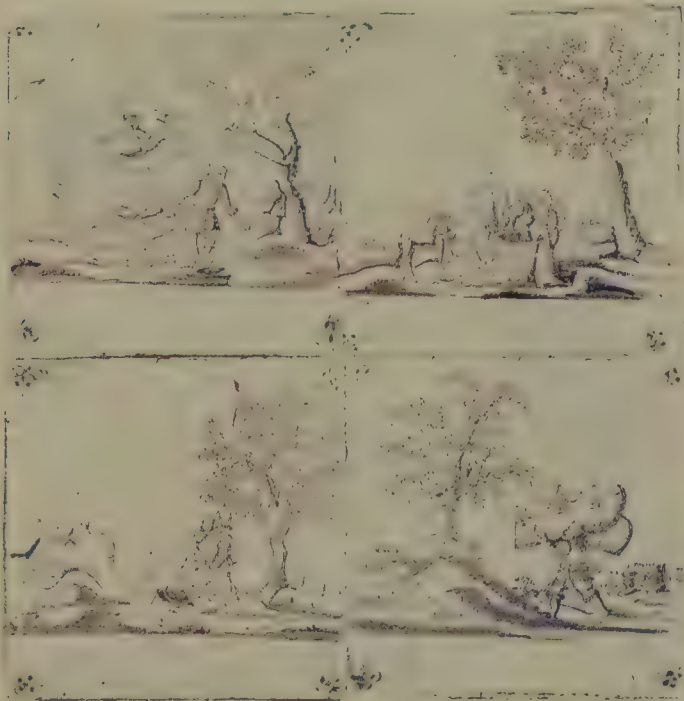
REPRODUCTIONS SPECIALLY MADE FOR "THE ILLUSTRATED LONDON NEWS." BY COURTESY OF THE VICTORIA AND ALBERT MUSEUM. CROWN COPYRIGHT RESERVED.



1. BY A FAMOUS EIGHTEENTH-CENTURY DUTCH TILE-PAINTER, OF WHOSE WORK A NEW EXAMPLE (NO. 6) HAS JUST BEEN GIVEN TO THE NATION: A DEER-HUNTING SCENE, BY CORNELIUS BOUMEESTER (ABOUT 1700), AN UNUSUAL SUBJECT FOR HIM.



2. WITH FANTASTIC BIRDS SHOWING JAVANESE INFLUENCE: A SEVENTEENTH-CENTURY DUTCH TILE.



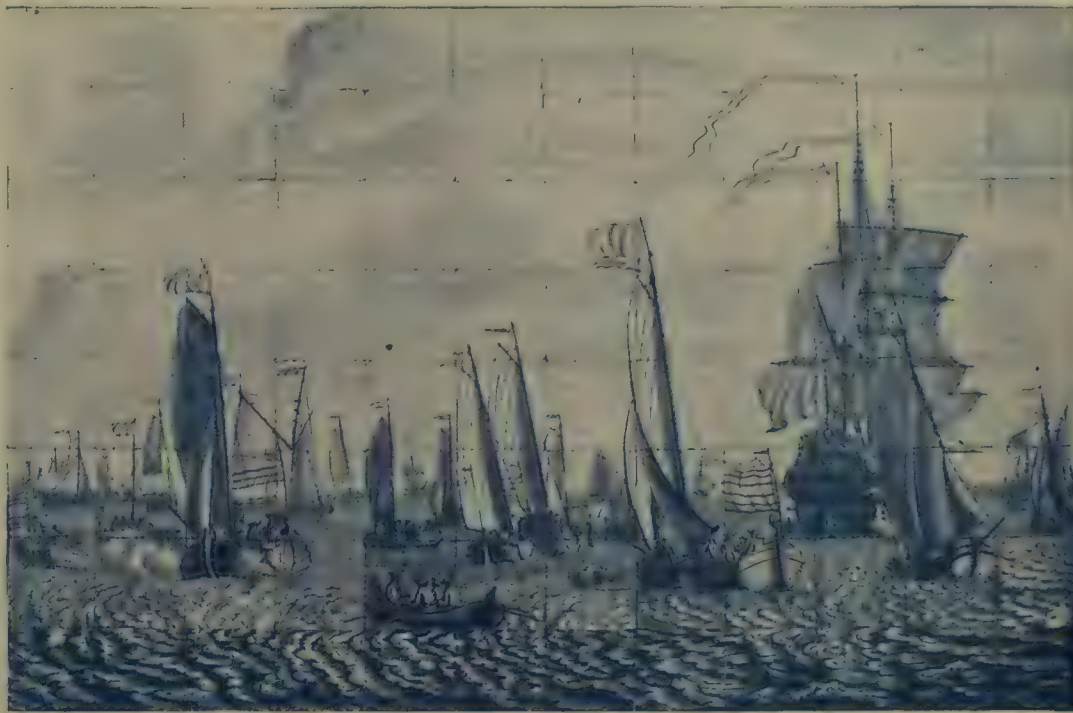
3. SCRIPTURAL TILES: ABRAHAM'S SACRIFICE; JACOB AND RACHEL; SAMSON SLAYING THE LION; SAMSON CARRYING OFF THE GATES OF GAZA.



4. ABRAHAM DISMISSING HAGAR AND ISHMAEL: A TILE BY I. AALMIS, ROTTERDAM, AFTER A PAINTING BY G. ZOCCHI (1711-67).



5. DATED 1640: A TILE WITH ALLEGORICAL FIGURES OF LOVE, FIDELITY, UNITY, STEADFASTNESS, AND JUSTICE.



6. A NEW GIFT TO THE VICTORIA AND ALBERT MUSEUM BY MR. HENRY VAN DEN BERGH THROUGH THE NATIONAL ART COLLECTIONS FUND: A VERY FINE EIGHTEENTH-CENTURY DUTCH TILE PICTURE-PANEL (5 BY 3½ FT.) BY CORNELIUS BOUMEESTER—A SHIPPING SCENE, HIS FAVOURITE SUBJECT.

Mr. Henry Van den Bergh, who in 1923 presented to the Victoria and Albert Museum, through the National Art Collections Fund, a magnificent collection of Dutch tiles, some of which we here illustrate, has recently added to the collection a very fine and characteristic picture-panel (No. 6, above), painted by Cornelius Boumeester. This artist, one of the most famous of the Dutch tile-painters, was born at Rotterdam, and died there in 1733. Unlike most tile-painters, he worked from original compositions of his own, generally of shipping subjects. Only by

exception did he paint landscapes, such as the deer-hunting scene (No. 1, above). Boumeester's paintings are rare, and very few are to be seen outside Holland. The new panel, which measures 5 ft. by 3½ ft., represents a seascape, crowded with ships, including men-of-war and sloops, painted in accurate and lively detail. No. 5 above is one of 357 tiles painted in 1640, part of a larger composition representing the triumph of Freedom of Conscience over Tyranny, designed in 1599 by Joachim Utewael for a church window.

How the Researches of Manchester Scientists gave rise to the great business of **BENGER'S FOOD.**

NOT least among Lancashire achievements is the high position it has attained, through its great Hospitals and Medical Schools, in the field of Medical Research.

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FROM A CAMERA-PORTRAIT BY E. O. HOPPÉ, F.R.P.S.



THE ROMANCE OF MANCHESTER.

BY J. J. PHELPS, the well-known Manchester Antiquary.

ITS ANTIQUITY.

THE origin of Manchester is somewhat nebulous, but out of that nebulosity emerges certain material evidence suggestive of an early British occupation, possibly at the confluence of two rivers having the pre-Roman names of Irk and Irwell: rivers named *Erech* occur in Scotland and Wales; the name *Ourch* also occurs in France. Traces of the exact site are perhaps slight, but in the opinion of various authorities the position noted appears the most probable, seeing that it is the nucleus towards which the earliest roads converged, and from which modern Manchester has, during many centuries, radiated. The presumed defences of the position are curiously reminiscent of those at the British site of Ampress, on the Lymington River, in the New Forest, except that the Manchester site is on the left bank of a river,



A RELIC OF PREHISTORIC MANCHESTER: AN ANCIENT "DUG-OUT" OAKEN CANOE FOUND DURING THE SHIP CANAL EXCAVATIONS.

We are, however, on a firm basis when referring to the actual fort, for the spade has revealed not only its exact site, the foundations of its walls, and its extent, but even the names are known of centuries and their cohorts who helped to build it.

It has been conjectured that its strategic position was chosen by Agricola when in command of the Twentieth Legion stationed at Chester about the year 78 A.D. During his march northwards to the Clyde—where he is reported in the year 81—he may have erected earthen ramparts, afterwards rebuilt of stone, on an outcrop of rock at the junction of the rivers Irwell and

Medlock, about a mile distant from the assumed British settlement. This fort, one of the largest garrisons in the north, was rectangular in form, the

longer axis being 175 yards and the shorter 140 yards, enclosing an area of about five-and-a-half acres.

It will be unnecessary here to consider details relating to Roman antiquities discovered at various times, especially those found in the year 1907, when an organised excavation was undertaken near the north-western angle of the fort in order to obtain as much information as possible before that area became built upon. The result of the work is recorded in a "Report" issued in 1909, entitled "The Roman Fort at Manchester." We must rather consider the effect this civilisation had upon the district. British trackways were straightened out, and solid military roads constructed, connecting vital centres where other forts became established, as at York and Chester, and elsewhere.

There was a convergence of important *vias* at



ANCIENT BRITISH MANCHESTER: A CONJECTURAL RESTORATION, SHOWING THE RIVERS IRK AND IRWELL AND THE "HANGING DITCH," THE OUTER DEFENCE OF THE SETTLEMENT.—[Drawn by J. J. Phelps, M.A.]

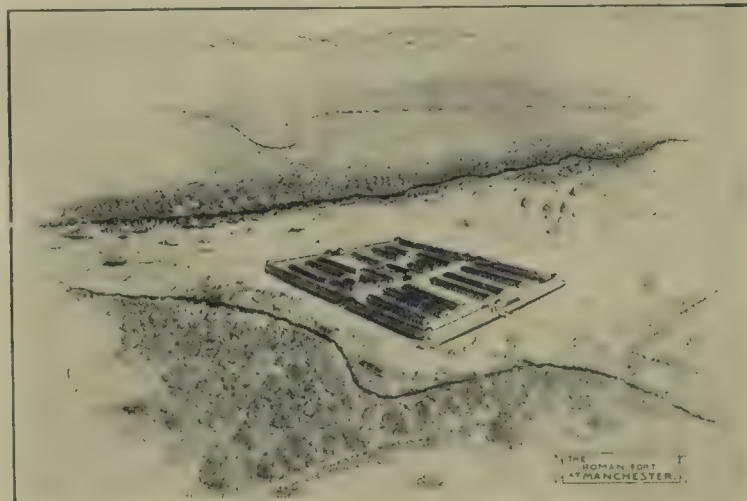
whilst that at Ampress is on the right; the stream angles are similar, and so are the enclosing lunette-shaped defences.

From the evidence of local prehistoric finds—comprising stone and bronze implements, millstones of British type, cinerary urns, "dug-out" oaken canoes, and other objects discovered from time to time in the Manchester district—it is presumable that a tribal settlement existed in some central position, possibly in the above-named angle on the rocky, gravel-covered, dry plateau upon which the hall of the Norman barons (now Chetham's Hospital) and the Cathedral now stand. This area is well above the reach of floods, which, as Leland remarks, would otherwise have been "noisful to the tounne."

The opinion has in the past been expressed by certain historians that the spot was a summer camp of the Roman garrison, but, unfortunately for that theory, there is no evidence to corroborate this. It is, however, possible that a small colony of "Romano-British" civilians may have lived there, seeing that sporadic finds have occasionally been made of Roman pottery and coins in the line of the outer defence known as Hanging Ditch (from the A.S. "Hengendyke," or overhanging ditch; it is about forty feet above the normal river level).

ROMAN.

The obscurity begins to clear when we glance at the Roman occupation of the district, although there are no references to the place by classic writers beyond the occurrence of the names in the ablative of Manucio and Mancunio—presumably one and the same station—in the Antonine Itineraries. This difference in the spelling of the name is unfortunate, for no definite conclusion can be arrived at as to the correct terminology of the Roman fort. Mancunium is the one which has found common acceptance, and it is probable that it will remain until some inscription comes to light in the future from which its true name may be ascertained.



ROMAN MANCHESTER: A CONJECTURAL RESTORATION OF THE FORT OF MANCUNIUM, ONE OF THE LARGEST ROMAN GARRISONS IN THE NORTH, WHOSE SITE WAS EXCAVATED IN 1907.—[Drawn by J. J. Phelps, M.A.]

Manchester, which place is indicated in "Iter II.," apparently the longest of all, for it began in Kent and ended in Scotland. The place also occurs in "Iter X.," which traversed the country to the westward of the Pennine range. All these military and vicinal roads meant transport and trade. The land was apportioned out for cultivation, and civilisation had definitely important effects during the centuries of Roman domination.

Manchester was now established, and became an important centre, controlling the pass between the bogs and morasses at the foot of the Pennines and the swamps of the Mersey and Irwell basins—evidence that its value as a military post had been fully recognised. It is somewhat remarkable that this concentration of roads and traffic should have a counterpart many centuries later, when the actual site of the Roman fort became crossed by several railways and a canal.

Before the Romans abandoned the area, the Emperor Constantine—who, on the death of his father at York, had there "assumed the purple"—adopted Christianity. It is of interest to note that coins of his reign, bearing the sacred "Chi-Rho" monogram, have been found at Manchester. This is the first glimpse we get of Christianity in the district.

ANGLO-SAXON.

But this civilisation was to suffer a serious check. About 410 the Roman forces were recalled to defend their own country. Towns, forts, and settlements were abandoned, and the subjects of Roman rule were left to their own devices. Accustomed to domination, they appear to have become weak and dependent; consequently, marauding Scandinavians found them an easy prey. Invasions of another kind now took place, plunder being the objective; war swept away much of the Roman culture, leaving chaos. We learn little of Manchester and what happened there, except by indirect inference. Obscurity had again fallen upon it until the tenth century, when its name

[Continued on page 812.]



A RELIC OF ANGLO-SAXON MANCHESTER: THE "ANGEL" STONE, FOUND IN THE OLD SOUTH PORCH OF THE CATHEDRAL, AND PROBABLY PART OF A 9th-CENTURY SAXON CHURCH.

MANCHESTER PERSONALITIES: CIVIC OFFICIALS AND PUBLIC MEN.

PHOTOGRAPHS BY LAFAYETTE (MANCHESTER), ELLIOTT AND FRY, SCHMIDT, RUSSELL, AND LAFAYETTE, LTD.



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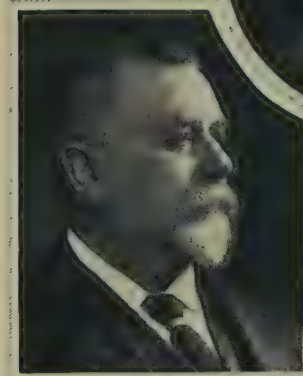
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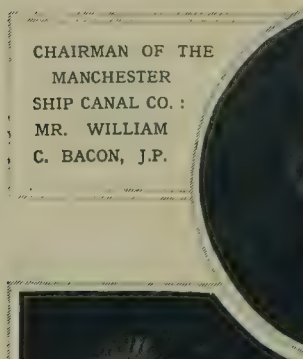
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We give above portraits of the most prominent civic officials and public men in Manchester, as well as the Mayor and Recorder of Salford. The present Lord Mayor of Manchester, Alderman West, who is a well-known engineer, a member of West's Gas Improvement Company, Ltd., of Miles Platting, and a Director of

the Ship Canal, has served on the City Council for nineteen years continuously as representative of the Newton Heath Ward. He is interested in church life and municipal problems, and has travelled extensively in Europe, Canada, and the United States.

“HER HISTORY IS THE HISTORY OF HER SHIPS”:

SPECIALLY PAINTED FOR “THE ILLUSTRATED

LIVERPOOL—THE WATER FRONT AND PIER HEAD.

LONDON NEWS” BY C. E. TURNER. (COPYRIGHTED.)

CUNARD LINER “CARMANIA.”

THE TOWER BUILDINGS.

ROYAL LIVER BUILDING.

CUNARD BUILDINGS.

OFFICES OF MERSEY DOCK AND HARBOUR BOARD.



MEMORIAL TO THE ENGINEERS OF THE “TITANIC.” BURNERHEAD FERRY.

WALLACE FERRIES TO SEACOMBE, ECKENWORTH, AND NEW BRIGHTON.

FERRY “ROYAL IRIS.”

MORNING ON THE MERSEY—LOOKING SOUTH-EAST UP THE RIVER: A VIEW SHOWING AT ZEEBRUGGE (CENTRE FOREGROUND), AND THE CUNARD

On the details of his picture, from left to right, our artist supplies the following notes: “The Tower Buildings (extreme left) are a handsome block of white stone containing offices of important shipping lines. The Royal Liver Building, in which are the offices of the Royal Liver Insurance Company, cost £600,000. The towers are 295 ft. high, and each is surmounted by a gilt figure of the Liver Bird, from which the city is supposed to take its name. The Cunard Building in general appearance and decorative detail embodies features of the Farnese Palace at Rome. The Dock Offices are the home of the Mersey Docks and Harbour Board. The Princes and St. George's Landing Stages float on about 200 pontoons, to rise and fall with the tide, and are about half a mile in length. The



CUNARD TENDER.

MERSEY TUG.

WHITE STAR LINER “ADMIRAL.”

THE “ROYAL IRIS,” ONE OF THE TWO LIVERPOOL FERRY-BOATS THAT FOUGHT “CARMANIA” THAT SANK THE “CAP TRAFALGAR.”

largest liners can come alongside in the special channel at all tides. Overlooking the stage is the Memorial to the heroic engineers of the ‘Titanic,’ who remained at their duty when they knew the liner to be sinking after collision with the iceberg. The ‘Royal Iris’ and ‘Royal Daffodil’ Ferry-Boats, plying between Seacombe and Liverpool, carried the Marines in the attack on Zeebrugge during the war, and rendered great service in ‘holding the ‘Vindictive’ to the Mole. They were granted by the King the right to use the designation ‘Royal.’ The Cunard liner ‘Carmania,’ now on the Canadian service, is here seen swinging round in the tide, with the tender ‘Skirmisher’ and a Mersey tug. The ‘Carmania’ fought and sank the German liner ‘Cap Trafalgar’ off Trinidad during the war.”

Continued from page 808]

suddenly comes before us in a somewhat lurid manner in the "Saxon Chronicle." Here we get the first indication of its real title, and also a definite date, 923. We are here told that the King, Edward

Greslei. Busli took the northerly portion and Greslei the southern, which included Manchester.

The Greslei family appear to have possessed great estates in Norfolk and Lincolnshire. It is not clear that the first four barons of that name took up their residence at Manchester (c.1100 to 1182). Possibly they did not, for, from Lincolnshire records, we find that a Robert de Burun was paid a certain amount for the custody of the castle at Manchester, and also that money was allocated for the repair of the castle and the supply of building materials for the same in the thirty-third year of Henry II. If it was then necessary to repair the Manchester castle, which no doubt was on the Chetham Hospital site, the inference is that even at that time the building had suffered decay. No mention is made regarding the church or any rebuilding. Possibly the old Saxon church had to serve the small population until the advent of Robert Greslei (1182-1230), the fifth baron, who appears to be the

and therefore celibate, he knew the barony would eventually pass at his death to another family, into which his sister had married. He therefore decided to devote some of his wealth to benefit the church. The population was evidently increasing, and the necessity for enlarging the church had probably arisen. He desired not only to do this, but also to convert it from an ordinary parish church to the dignity of a collegiate one.

For this purpose he, in 1221, applied for Royal and Papal powers to enable it to be done. These were granted, and the church probably erected by Robert Greslei before 1230 was demolished and a new one built. The baronial residence was, therefore, converted to ecclesiastical uses as a residence for the warden and fellows of the newly collegiate church, and continued to be so used until, in the reign of Edward VI., it was confiscated, and fell into the hands of the King, who, under certain terms, granted the College buildings to the Derby family. It remained in their possession until it was again confiscated, this time by the Commonwealth, as a punishment for the Royalist activities of Lord Strange, who became the seventh Earl of Derby, and was executed at Bolton in 1651. His widow, Countess Tremouille, however, claimed it as part of her marriage jointure, and this was sustained.

The Derbys, descendants of the Stanley family, had also another local residence, named Alport Lodge, situated near the site of the Roman fort, and from which probably a large amount of hewn stone was obtained for building purposes.

Another prominent family was that of Biron, or



BYGONE DAYS IN MANCHESTER'S TWIN BOROUGH ACROSS THE IRWELL:
AN OLD PRINT OF SALFORD CROSS

the Elder, being then at Thelwall, sent a force of Mercians to obtain possession of Mameceaster, in Northumbria, and to repair and man it. Evidently it had suffered at the hands of marauders, probably Danes, who had been harassing the district for some years.

Before this happened, Christianity had become, as we know from contemporary literature and monuments, the chief religion of the district, though in places there were remnants of Scandinavian paganism (the Pagan-Christian overlap). Churches had been built in various parishes, Manchester being one of them, for a sculptured and inscribed fragment remains to corroborate the Domesday statement. A pre-Norman church probably stood in the neighbouring village of Eccles, where another sculptured fragment of this period has been found, and is now preserved in the present church. We learn from the Domesday survey that the church of St. Mary and the church of St. Michael held a certain amount of land in Manchester, but unfortunately the scribe failed to define their respective positions. This omission has caused much conjecture as to the site of one of them. It has been suggested that the church of St. Michael was in the sub-manor of Ashton-under-Lyne, about seven miles distant, where no traces of pre-Norman remains have yet been found, nor any reference to a church, until a chapel is named in the Greslei barony records of a much later period. Possibly the parish had been carved

first of that surname to become a resident. In his time we get a list of rectors, and there is evidence that a new church was built in the prevailing style of his time—i.e., Early English—of which various fragments have come to light during recent alterations at the cathedral; but nothing suggestive of Norman work. This is presumptive evidence that a Norman church did not exist in Manchester, though the style occurs in some neighbouring parishes.

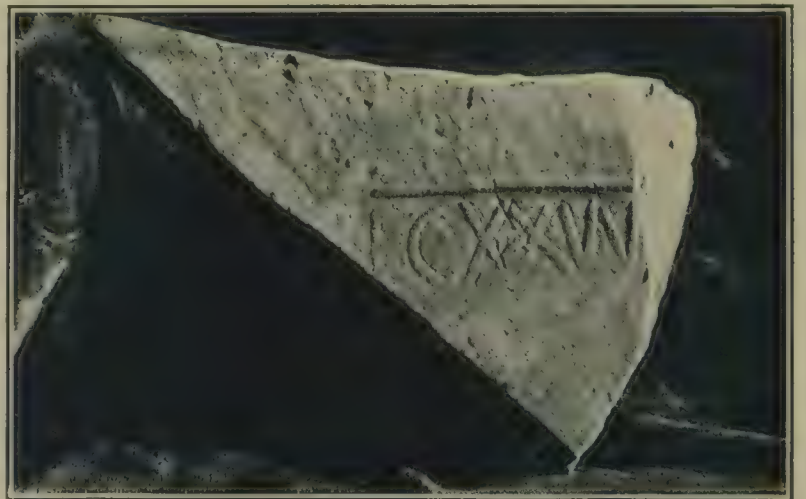
This Robert Greslei was evidently a man of affairs, for he was one of the barons who, at Runnymede, compelled King John to grant *Magna Charta*. He bore on his shield, or coat-of-arms, three bendlets in red on a golden ground, a device that is still borne by the Corporation of Manchester, with the addition of a ship, in chief.

One of his successors named Thomas Greslei (1282-1313), the eighth and last baron of that line, granted a charter to the burgesses—witnessed by the heads of local families—by which greater freedom was given, including the right to elect their own boroughreeve. This was a decisive step in local self-government, and was, in fact, the beginning of municipal control in the town. The actual charter is one of the prized possessions of the present city. After the death of this baron in 1313, the manor passed on the distaff side to the La Warr family.

Sir John la Warr (1313-1346), by right of his wife Joan, became lord of the manor of Manchester. This was a chivalrous age, and he is recorded to have fought for the King in Flanders and Scotland, and was at Cressy in 1346 with the Black Prince. He was succeeded by his grandson, Roger, who also fought in the French wars. It was to

this man that the French King, John, surrendered his sword at Poitiers in 1356. For this exploit he was allowed to bear on his coat-of-arms the chape of a sword as an augmentation of honour, which was continued to be borne by the Earls Delaware.

After the death in 1398 of the third baron of that family, and the eleventh in succession, a bachelor, the estates passed to his brother Thomas, rector of the parish church, who continued in that office after his accession to the barony. It was he who was responsible for a great ecclesiastical change in his parochial affairs, which was eventually to have far-reaching effects. As a priest,



FOUND ON THE SITE OF MANCUNIAM (ROMAN MANCHESTER): A TILE STAMP OF THE 20th LEGION, COMMANDED BY AGRICOLA AT CHESTER ABOUT 78 A.D.

Byron (originally Burun). Robert de Burun, custodian of the castle at Manchester, has already been mentioned. Their name occurs in some of the early Greslei deeds, conveying to them tracts of land in Clayton and Failsworth. As underlords they were allowed to use the Greslei arms, differenced by a change of colour. Descendants of the Birones later became possessed of Newstead Abbey, the home of Lord Byron.

Another prominent name was Radcliffe of Ordsall, a very knightly Salford family, whose exploits in the various wars are on record. They were related to the Radcliffes of Radcliffe Tower, who became ennobled. The Traffords of Trafford claim to be of extremely ancient descent, as also were the Workesleys, or Worsleys, whose estates descended to the Dukes of Bridgewater and Earls of Ellesmere.

Margaret Beaufort, mother of Henry VII., married the first Earl of Derby. She was a patron of learning, and made herself responsible for the upbringing and education of three youths who eventually became bishops. One of these was Hugh Oldham, D.D., Bishop of Exeter, to whom Manchester is indebted for the foundation of its Free Grammar School in 1515—a beginning of systematic education which in recent years has culminated in a University and

(Continued on page 818.)



A RELIC OF ROMAN MANCHESTER: A SAMIAN BOWL FOUND IN 1907 ON THE SITE OF THE ROMAN FORT, MANCUNIAM.
Photograph by J. J. Phelps, M.A.

out of the Manchester parish and manor. Others presume that the second church referred to one in the adjoining great parish of Eccles in the township of Barton, which also appears to have been held by the barons of Manchester. The church at Eccles was certainly in existence in early Norman times, as we know from documentary evidence. At any rate, the Survey indicates a settlement of the district under Anglo-Saxon rule.

NORMAN.

From the semi-obscurity of the Saxon era we get more light after the Norman Conquest, for this event brought great changes, and more written records not only as regards the Domesday Book, but from various deeds, charters, and pipe rolls. We learn that the land lying between the Ribble and the Mersey was given to Roger of Poitou, a relative of the Conqueror, as a reward for military service. Eventually, for reasons which need not be detailed here, this area became divided between two barons, or overlords, named Roger de Busli and Albert



THE "ANCESTOR" OF THE SHIP CANAL: MANCHESTER'S FIRST QUAY, CONSTRUCTED UNDER THE MERSEY AND IRWELL NAVIGATION SCHEME OF 1721.

BYGONE MANCHESTER: PICTURESQUE SURVIVALS; CANAL PIONEERS.

PHOTOGRAPHS SUPPLIED BY J. J. PHELPS, M.A.



A RELIC OF ELIZABETHAN MANCHESTER: THE OLD WELLINGTON INN, IN THE MARKET PLACE.



A SURVIVAL OF "MAGPIE" ARCHITECTURE: THE ROVER'S RETURN, WITHY GROVE.



A PICTURESQUE RELIC OF TUDOR TIMES: POETS' CORNER, IN LONG MILLGATE.



MANCHESTER AS IT WAS IN COACHING DAYS: AN OLD PRINT OF HYDE'S GROCERY SHOP, IN MARKET STREET.



PULLED DOWN A FEW YEARS AGO: SMITHY DOOR IN 1821.



ANOTHER OLD TUDOR BUILDING IN MANCHESTER THAT HAS NOW DISAPPEARED: THE SEVEN STARS INN



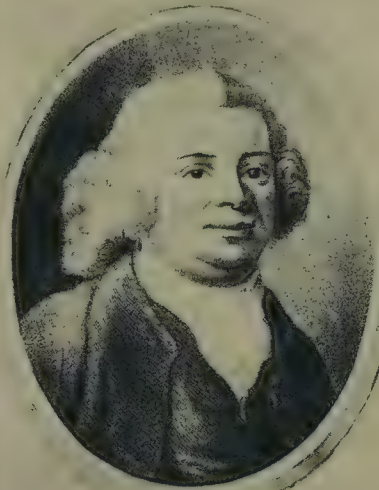
MANCHESTER'S FIRST EXCHANGE: THE ORIGINAL BUILDING IN THE MARKET PLACE, OPENED IN 1721.



THE SECOND MANCHESTER EXCHANGE: THE BUILDING ERECTED IN 1806 IN MARKET STREET, OPPOSITE THE OLD ONE.



MANCHESTER'S THIRD EXCHANGE, IN 1875: THE RESULT OF WORK BEGUN IN 1867.



CONSTRUCTOR OF THE BRIDGEWATER CANAL: JAMES BRINDLEY.



STILL STANDING ALMOST EXACTLY AS IT WAS BUILT NEARLY 100 YEARS AGO: MANCHESTER'S FIRST RAILWAY STATION, IN LIVERPOOL ROAD.



ORIGINATOR OF THE BRIDGEWATER CANAL: THE DUKE OF BRIDGEWATER.

Under the Tudors, as we read in Mr. J. F. Wood's "Story of Manchester" (Werner Laurie), "the gentry began to build more convenient and luxurious houses. . . . This magpie or 'black-and-white' style of architecture is usually called Elizabethan. . . . In the heart of Manchester itself, Poets' Corner in Long Millgate, the Rover's Return in Withy Grove (formerly Withingreave Hall), and the Wellington Inn in the Market Place, are the few examples remaining. The old houses in Smithy Door pulled down a few years ago, the Seven Stars Inn, and the former residence of the Master of the Grammar School, were also built in this style, but have now disappeared. . . . In 1806 a second Exchange was built in Market

Street opposite the old one (opened in 1729), and on the site of the present one, and in 1867 the rebuilding and extension of the second Exchange was undertaken." The rebuilding of the third Exchange was begun about 1915. The present great building is illustrated on page 836 of this number. In his article on Manchester on page 850, Mr. J. J. Phelps records how Francis, third Duke of Bridgewater, after a quarrel with his fiancée, the Duchess of Hamilton, left Society and devoted himself to developing his coal-mines at Worsley. For this purpose he originated the Bridgewater Canal, which, as constructed for him by James Brindley, the engineer, had such an important effect on the evolution of Manchester.

COLOUR OF THE COTTON COUNTY: A TYPICAL LANCASHIRE MILL.

FROM THE PAINTING BY C. E. TURNER, MADE SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS." (COPYRIGHTED.)



"A HUGE COTTON-MILL AGLOW WITH ELECTRICITY IN THE TWILIGHT": AN EXAMPLE OF THE WONDERFUL GROWTH OF TEXTILE MANUFACTURE SINCE THE SPINNING-WHEEL GAVE PLACE TO MACHINERY.

Cotton manufacture is the main source of Lancashire's wealth. "Until 1767," says the writer of our article on Liverpool (page —), "the spinning-wheel of the English cottage home life was the only method used. The thread being spun, it was then handled by that pallid race of hand-weavers of whom Silas Marner was presented to us as a characteristic specimen. But with the triumph of Arkwright came the industrial revolution which was not only to change the face of the northern counties, but to redistribute the volume of trade. The

South had now to surrender to the North." The raw cotton came from America. "The cotton trade being once established, its growth was prodigious. . . . What Lancashire took from the West in the raw she gave to the East in the finished article." Our illustration shows the Centenary Mills of Messrs. Horrockses, Crewdson and Co., Ltd., at Preston. The artist says: "Seen through the humid atmosphere that makes Lancashire the best cotton-spinning locality in the world, a huge cotton-mill, aglow with electricity in the twilight, is a most impressive sight."

GIRL SPINNERS IN A COTTON-MILL: BRIGHT MODERN FACTORY CONDITIONS.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER.



BARE-LEGGED AND LIGHTLY CLAD OWING TO THE HIGH TEMPERATURE (90 TO 100 DEGREES): GIRLS AT WORK IN A COTTON-MILL—SOME JOINING-UP BROKEN THREADS WHILE THE MACHINERY IS IN MOTION.

There was a time, in the early days of the industrial period before the Factory Acts, when, as mentioned in our article on Liverpool (page 830), "children of six worked from five in the morning to nine at night, in a steam heat of ninety degrees." Conditions of labour are very different to-day, although the heat remains. "Owing to the high temperature," our artist notes, "the girls are very lightly clothed, and discard shoes (or clogs) and stockings. The temperature of the Spinning Room, where fine threads are spun, is ninety to one hundred degrees. The machine shown in the drawing is the spinning mule,

which is automatic in action. The girl operatives, however, must be constantly alert to join up broken threads. This is done, with great dexterity, while the machinery is in motion. The whole of the front frame moves to and fro on the rails, while the 'cops' revolve at high speed. The noise of the moving machinery and the high temperature are very trying to the casual onlooker." To quote the Manchester Publicity Club—"Everybody . . . becomes trained and highly skilled. As the generations pass there arises a kind of sixth sense—a cotton sense, a valuable inherited faculty."—[Drawing Copyrighted in U.S.A. and Canada.]

THE BEAUTY OF MANCHESTER—IN ARTISTIC PHOTOGRAPHY.

PHOTOGRAPHS NOS. 3 AND 5 BY C. J. SYMES, F.R.P.S.



1. THE LARGEST OF MANCHESTER'S BREATHING-SPACES: THE GRAND LODGE ENTRANCE TO HEATON PARK IN SUMMER.



2. ANOTHER OF MANCHESTER'S MANY "LUNGS": WHITWORTH PARK—SHOWING (ON THE LEFT) THE STATUE OF KING EDWARD.



3. THE CIVIC CENTRE OF "COTTONOPOLIS": MANCHESTER TOWN HALL AND ITS TOWER.



4. WHERE THE FIRST BLOOD OF THE CIVIL WAR WAS SHED: THE CROMWELL STATUE; AND MANCHESTER CATHEDRAL.



5. ERECTED IN 1856: THE STATUE OF THE DUKE OF WELLINGTON, IN PICCADILLY, MANCHESTER.



6. THE SHOPPING CENTRE OF MANCHESTER: PICCADILLY—AN OPEN SPACE WHERE FORMERLY STOOD THE INFIRMARY—SHOWING ONSLOW FORD'S QUEEN VICTORIA.



7. ERECTED ON THE SCENE OF THE HISTORIC "BATTLE OF PETERLOO" OF 1819: THE MANCHESTER WAR MEMORIAL IN ST. PETER'S SQUARE.

Manchester and Salford (municipally separate, but topographically united) form together the third largest city in the kingdom and the fifth in the British Empire. As the centre of the world's cotton industry, Manchester is popularly known as "Cottonopolis." In 1847, it was made the see of a Bishop, and the parish church, which is some 500 years old, became known as the Cathedral. The city has fine public buildings, and there are now some 70 parks and recreation grounds, the largest being Heaton Park, on the north side, covering 642 acres. It was acquired by the Corporation in 1902, and Whitworth Park two years later. The

chief shopping centre of Manchester is Piccadilly, where the Infirmary stood for about 150 years until it was rebuilt in Oxford Street opposite Whitworth Park. The statue of Cromwell near the Cathedral marks the spot where the first man was killed in the Civil War, on July 15, 1642, when Lord Strange demanded the delivery of the magazine. He besieged Manchester for ten weeks, but had to withdraw. St. Peter's Square is on the site of St. Peter's Fields, where, in August 1819, cavalry attacked a crowd gathered to demand suffrage reform, killing eleven people and wounding hundreds. This was the "battle of Peterloo."

TRAINING YOUNG MANCHESTER'S TASTE: IN THE CITY ART GALLERY.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY W. R. S. STOTT.



MANCHESTER CHILDREN LEARNING TO APPRECIATE ART: A CLASS, WITH THEIR TEACHER, IN THE CITY ART GALLERY—
SHOWING THE LANDER PORTRAIT OF THE PRINCE OF WALES PRESENTED BY THIS PAPER.

Manchester appreciates art, and has a very fine civic collection. Moreover, the education authorities see to it that little Mancunians should early acquire good æsthetic taste, and an art teacher is employed to take children round the galleries and point out the beauties of the exhibits. In the above drawing is seen the life-size portrait of the Prince of Wales in polo kit, by John St. Helier Lander, recently presented to the Manchester City Art Gallery by the proprietors of "The Illustrated London News." The official presentation was made on March 3rd last, and was accepted by the Lord Mayor. The Gallery was originally designed by

Sir Charles Barry, the architect of the Houses of Parliament, as the headquarters of the Royal Manchester Institution, and was opened in 1829. In 1882 the Governors of the Institution presented the building, with all its art treasures, to the Corporation. Most of the pictures belong to the English school of the nineteenth century, including Leighton, Watts, and Burne-Jones; and the Pre-Raphaelites are especially well represented. There are also works by Gainsborough, Romney, and Vandyck, and a notable collection of water-colours by Turner.

A SOURCE OF LANCASHIRE'S WEALTH: AMERICAN COTTON—A PICTURESQUE HARVEST SCENE IN BLACK AND WHITE.



COTTON HARVEST IN THE UNITED STATES, WHERE TWO-THIRDS OF THE WORLD'S COTTON

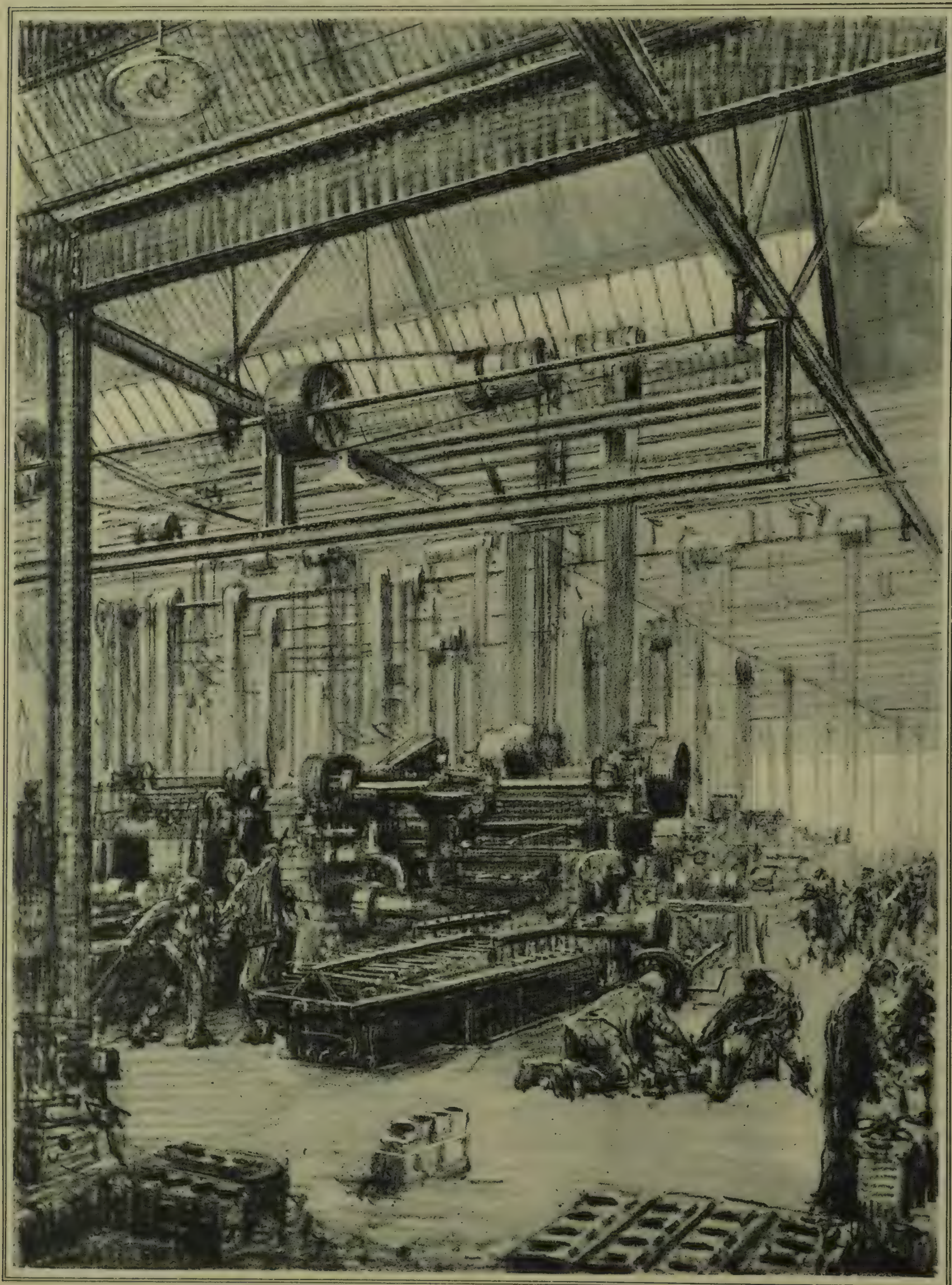
"Cotton is the Sun-King," says a booklet issued by the Manchester Publicity Club, "around which all the other industrial planets revolve. . . . On June 16, 1757, 28 bags of Jamaica cotton were landed in Liverpool. Then the Southern States of the American Union began to grow cotton. Mighty economic bonds and links of friendship were set up between the English-speaking nations which defy all strains upon them. In the boom year, 1911-12, no less than 5,102,632 bales of cotton were landed in Liverpool." Again, the writer of our article on Liverpool in this number (page 832) says: "With the American in possession of the great territory of Louisiana, acquired from the French, the planting of cotton became the greatest industry of the West. . . .

CROP IS GROWN: NEGROES, YOUNG AND OLD, AT WORK IN A LOUISIANA PLANTATION.

The cotton trade being once established, its growth was prodigious. . . . The collector of statistics may note that, while in 1770 ten bales were imported from the States, as distinct from the West Indies, in 1923 1,143,000 bales were imported." Our illustration here shows a typical scene of cotton-picking by negroes in a Louisiana plantation, which is thus described: "The cotton harvest is a great event every year in the vast plantations of Louisiana. The negroes leave the towns and come to help in the actual picking, as well as to take part in the rejoicings that ensue. The schools are quite empty, too, for cotton-picking is an easy and well-paid job, and can be done by women and children. It will continue to be so until it is done by machinery."

THE MOTOR INDUSTRY OF MANCHESTER: A FAMOUS CAR-FACTORY.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY CHESLEY BONESTELL.



WORKS THAT HAVE SUPPLIED CARS FOR THE PRINCE OF WALES FOR EACH OF HIS OVERSEA TOURS: A SCENE IN ONE OF THE GREAT SHOPS OF CROSSLEY MOTORS, LTD., AT GORTON, MANCHESTER.

Manchester is the centre of a motor-manufacturing industry which, if it does not rival the Midlands, is steadily developing and produces some famous cars. The Crossley works at Gorton, where our drawing was made, are among the most modern in Europe in respect of their plant and equipment. It was one of the few plants in the country which, during the war, were concentrated mainly on

the building of motor-cars for the Army and the Royal Air Force. The reflex of this concentrated effort is now visible in the models with which this famous firm is associated. The Crossley car has been used by H.R.H. the Prince of Wales in all his missions to the Overseas Dominions—a tribute to British motor engineering in general and in particular to the Crossley.—[Copyrighted in the U.S.A. and Canada.]

A GREAT "NEWS FACTORY": PRINTING 1,600,000 PAPERS AN HOUR.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY C. E. TURNER.



WITH PAPER GLIDING THROUGH THE MACHINES AT 800 FT. A MINUTE: SOME OF THE 35 HUGE PRINTING-PRESSES OF ALLIED NEWSPAPERS, LIMITED, AT WITHEY GROVE, MANCHESTER.

"Since it was established under the honoured name of Hulton's in 1870," says a booklet describing the works of Allied Newspapers, Ltd., at Withey Grove, Manchester, "it has advanced to the front rank of journalism, until it now claims a greater output of newspapers than any other office in the kingdom—great daily, evening, and Sunday papers, and a score of other publications. . . . The vast engine-room, with its towering printing-presses standing in gleaming avenues, is one of the most remarkable sights in Newspaperdom . . . something

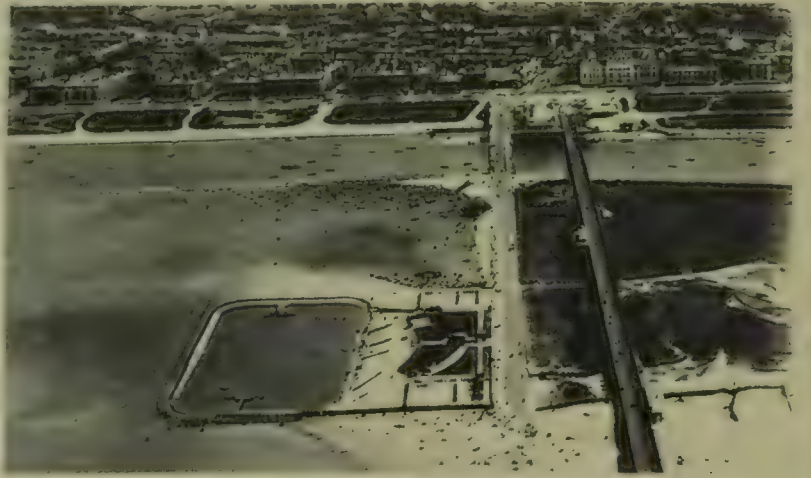
old Caxton could never have dreamed of. . . . The printing hall can turn out 800,000 twelve-page or sixteen-page papers per hour, or 1,600,000 four-page or eight-page papers per hour. Think of it! The paper glides through the machines at the amazing rate of 800 feet every minute, and is spouted out at the other end not only as a perfectly printed newspaper, but cut and folded ready for distribution to the newsagents. . . . Day and night the 35 presses roar their clamorous song."—[Drawing Copyrighted in the United States and Canada.]

AT THE SEASIDE IN LANCASHIRE AND CHESHIRE: POPULAR RESORTS.

AIR PHOTOGRAPHS BY AEROFILMS, LTD., THE LONDON AERODROME, HENDON.



"A COLOSSAL EXPERIMENT IN ORGANISED PLEASURE": BLACKPOOL—THE OPEN-AIR BATH, WITH THE "EIFFEL TOWER" AND BIG WHEEL IN THE DISTANCE.



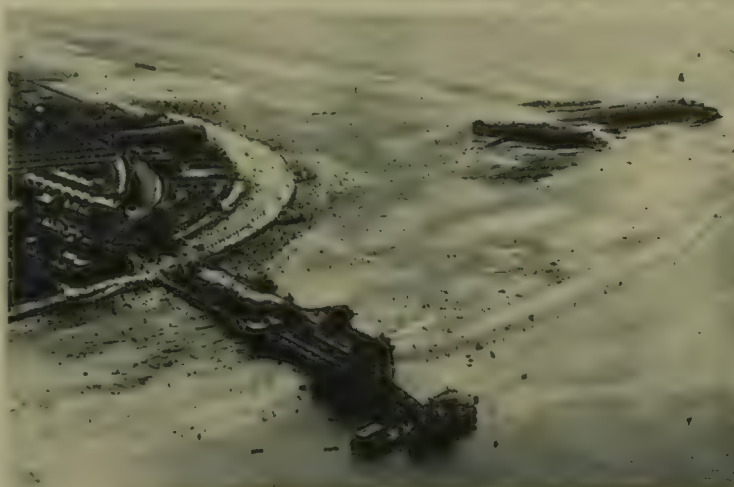
SOUTHPORT FROM THE AIR: A PANORAMA OF THE BEACH, SHOWING THE BATHING POOL AND PART OF THE PIER.



A FAVOURED LANCASHIRE WATERING-PLACE THAT HAS GROWN UP IN THE LAST FIFTY YEARS: ST. ANNE'S-ON-SEA, THE FIRST STONE OF WHICH WAS LAID AT EASTER, 1875—MIXED BATHING IN THE "ROMAN BATH."



MORECAMBE FROM THE AIR: THE PIER AND FRONT OF THE MOST POPULAR SEASIDE TOWN IN THE NORTH OF LANCASHIRE.



NEW BRIGHTON FROM THE AIR: A CHESHIRE COAST RESORT, WITH ITS LIGHT-HOUSE AND THE FORT COMMANDING THE MOUTH OF THE MERSEY.

Lancashire is well provided with seaside resorts, noted for their fine air, wide sands, and excellent facilities for bathing and recreation. The most popular is Blackpool, which has been called a "colossal experiment in organised pleasure." As noted on our full-page colour-picture of the sea front, during the holiday season Lancashire folk flock to Blackpool, sometimes at the rate of 100,000 a day. A little to the south, near the mouth of the Ribble, is the more sedate town of St. Anne's-on-Sea, which came into being in 1875. Southport, on the other side of the Ribble estuary, dates from 1792, when an inn was built for bathers near the village of North Meols. The town is noted for its broad, tree-lined avenues.

Although the Lancashire coast is mostly flat, with little cliff scenery, the northern places, such as Morecambe, are within reach of some of the finest inland scenery. The Lakeland hills can be seen across Morecambe Bay. Until 1848, when the railway was opened, Morecambe was known as Poulton-le-Sands. The name "Morecambe" was first used in the eighteenth century by antiquaries who identified the bay with the estuary called "Moricambe" by Ptolemy, the geographer. New Brighton, on the Cheshire coast, is a "mushroom" resort near Birkenhead and accessible by frequent boats from Liverpool. It affords plentiful amusement for excursionists and visitors in general.

THE BEAUTY OF MANCHESTER—IN ARTISTIC PHOTOGRAPHY.

FROM A PHOTOGRAPH BY J. J. PHELPS, M.A.



Do not cut along this edge, but unfold the Panorama overleaf.

THE LURE OF ATMOSPHERE: A MANCHESTER MILL WITH ITS TALL CHIMNEY.

Beauty reveals itself unexpectedly in strange places. Seen through the eye of the camera, artistically applied, this typical Manchester view shows that even the most "industrial" of districts has its picturesque side if we can

only see it. Perhaps the beauty of it would be less apparent on the spot than it is in the picture, but no one can deny the charm of the scene, with its soft atmospheric effect, as represented in this remarkably fine photograph.

THE BEAUTY OF CHESTER: A CITY FAMOUS FOR OLD BUILDINGS.

PHOTOGRAPHS BY VALENTINE.



ONE OF THE NUMEROUS OLD HOUSES FOR WHICH CHESTER IS FAMOUS: THE "BEAR AND BILLET" INN.



ANOTHER PICTURESQUE RELIC OF BYGONE DAYS IN CHESTER: THE OLD CUSTOM HOUSE INN.



WITH ITS THREE GABLES: STANLEY PALACE, AN OLD BUILDING IN A COURT LEADING OUT OF WATERGATE STREET, CHESTER.



DATING FROM 1603, WHEN SHAKESPEARE WAS ALIVE: ONE OF THE OLD HOUSES IN LOWER BRIDGE STREET, CHESTER.

Chester is famous for its many ancient houses. Among the most interesting and picturesque are the Old Custom House in Watergate Street; Stanley Palace, with its black-and-white frontage and three gables, in a small court

leading out of the same street; and the "Bear and Billet" Inn in Lower Bridge Street, which also contains the "Falcon." Chester's chief antiquities include the Cathedral, the Rows, and the ancient city walls.

THE BEAUTY OF LIVERPOOL—IN ARTISTIC PHOTOGRAPHY.

FROM A PHOTOGRAPH BY F. J. MORTIMER, F.R.P.S.



STATELY CIVIC ARCHITECTURE AT LIVERPOOL: THE MERSEY DOCK AND HARBOUR BOARD OFFICES.

The head offices of the Mersey Dock and Harbour Board, at the Pier Head, are one of the chief architectural glories of Liverpool. The building, which cost £250,000, is in the English Renaissance style, with four principal façades

of Portland stone. The general effect, especially as seen from the river, is very imposing. The height of the dome is 220 ft., and that of the corner towers is 144 ft.

HOW THE SEA HAS BEEN BROUGHT TO MANCHESTER: A PANORAMA OF THE MANCHESTER SHIP CANAL—A GREAT ENGINEERING FEAT THAT COST £15,000,000, AND CONNECTED THE CITY DIRECTLY WITH THE ATLANTIC.



THE WONDERFUL WATERWAY THAT MAKES MANCHESTER A SEAPORT: PANORAMIC DRAWING OF THE MANCHESTER SHIP CANAL—SHOWING (CENTRE) THE GREAT DOCKS, (RIGHT BACKGROUND)

By the construction of the Manchester Ship Canal—one of the engineering wonders of the modern world—Manchester was brought into direct touch with the Atlantic, and became a great seaport. Vessels of 15,000 tons regularly visit the port, and five of these can be berthed at once in the great dock shown in the centre of the drawing, just beyond the long line of buildings with the funnels of liners appearing above the roof. The canal is 36 miles long, about 28 ft. deep, and 120 ft. wide, being considerably broader than the Suez Canal. It was begun in 1887, opened for traffic on January 1, 1894, and formally inaugurated by Queen Victoria on May 21 of that year. The total cost of its construction was over £15,000,000. The dock area covers 406 acres, and contains 53 hydraulic, 73 steam, and 130 electric cranes. The Canal forms a short cut by

THE REMARKABLE SWING-BRIDGE AT BARTON, CARRYING THE BRIDGEWATER CANAL ACROSS THE SHIP CANAL, AND (LEFT BACKGROUND) LIVERPOOL AT THE MOUTH OF THE MERSEY.

water to the most populous industrial district in the world. "The most striking engineering device connected with the Canal," writes Mr. J. F. Wood, in "The Story of Manchester," "is the swing bridge at Barton [seen just to the left of the bend in the right background], which replaces Brindley's aqueduct, and carries the Bridgewater Canal over the Ship Canal. When large ships pass up the Canal, this bridge, the ends of which are then closed by iron gates, swings on a pillar into a position parallel with the banks, and the ships can pass by on either side. This wonderful aqueduct, when closed by the iron gates and full of water, weighs about 1600 tons, but it can be moved with the utmost ease." In the distance on the left is the mouth of the Mersey, with Liverpool and Birkenhead facing each other on opposite sides of the river.—(See Key-plan on another page.)

THE BEAUTY OF LIVERPOOL—IN ARTISTIC PHOTOGRAPHY.

FROM A PHOTOGRAPH BY C. J. SYMES, F.R.P.S.



WITH FIGURES OF THE "LIVER BIRD" PERCHED ON ITS TWIN TOWERS: THE ROYAL LIVER BUILDING, SEEN FROM A FIFTH-STOREY OFFICE IN CASTLE STREET, LIVERPOOL.

The Royal Liver Building is the home of the Friendly Society of that name. The domes of the two main towers are 295 ft. high. There are eleven storeys, and each tower contains six more, making seventeen in all. The great four-dial electric turret clock is the largest in England. Proudly perched on the summit of the twin tower domes are effigies of the

Liver Bird. The derivation of the first half of the name "Liverpool" is obscure. Some connect it with "liver" (a bulrush or water-flag); others with the word "lither" (lower). Others, again, think the name came from the early Norse inhabitants, who called the place "Hlithar-pollr" (the pool of the slopes).

not cut along this edge, but unfold the Panorama overleaf.

THE MANCHESTER SHIP CANAL: A KEY TO OUR PANORAMA.



MARKING THE PLACES AND BUILDINGS SHOWN IN OUR FOUR-PAGE PANORAMIC VIEW OF THE MANCHESTER SHIP CANAL :
A KEY-PLAN OF THE DRAWING—THE LOWER HALF A CONTINUATION (TO THE RIGHT) OF THE UPPER HALF.

On the central pages of this number we give a large folding panoramic drawing of the Manchester Ship Canal, the great artificial waterway that has made Manchester a first-class seaport. We provide the above key-plan to enable readers

to identify the various towns, locks, bridges, mills, docks, and other details which it contains. As noted above, the lower half of the key-plan is a continuation (to the right) of the upper half.

SPORT IN LANCASHIRE AND CHESHIRE: CRICKET, FOOTBALL,

PHOTOGRAPHS BY SPORT AND GENERAL.

RACING, GOLF, LAWN-TENNIS, COURSING, AND CURLING.

AEROFILMS, LTD. (HENDON), AND TOPICAL.



COUNTY CRICKET IN LANCASHIRE: A TYPICAL SCENE ON THE LIVERPOOL GROUND DURING A MATCH BETWEEN LANCASHIRE AND NOTTS—THE HOME COUNTY'S INNINGS.



FLAT RACING ON THE LIVERPOOL COURSE: THE FIELD IN A HANDICAP AT



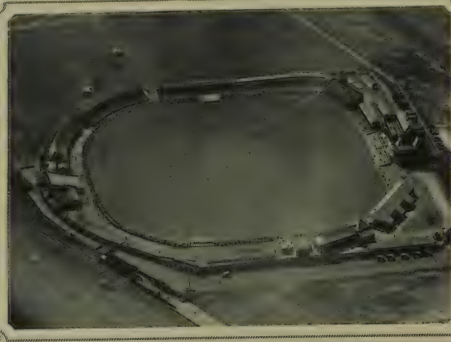
TAKING THE PADDOCK BEND NEAR THE STANDS A SPRING MEETING.



THE GRAND NATIONAL ON THE HISTORIC COURSE AT AINTREE: A GENERAL VIEW OF THE FIELD TAKING BECHER'S BROOK THE SECOND TIME ROUND.



THE MANCHESTER CITY FOOTBALL GROUND FROM THE AIR: A BIRD'S-EYE VIEW SHOWING THE LARGE ACCOMMODATION FOR SPECTATORS.



THE COUNTY CRICKET GROUND AT MANCHESTER: A MATCH IN PROGRESS PHOTOGRAPHED FROM AN AEROPLANE.



RACING AT MANCHESTER: A PARADE OF HORSES BEFORE THE GRAND STAND DURING A RACE MEETING.



AN OPEN GOLF CHAMPIONSHIP ON A FAMOUS COURSE IN CHESHIRE: PUTTING ON THE TWELFTH GREEN AT HOYLAK. <



A LANCASHIRE COURSE FOR NEXT YEAR'S OPEN CHAMPIONSHIP: THE LYTHAM AND ST. ANNE'S GOLF LINKS—THE FIRST TEE.



LAWN-TENNIS IN MANCHESTER, WHERE THERE ARE NEARLY 400 COURTS IN THE VARIOUS PARKS: PLAY IN PROGRESS AT PLATT FIELDS.



THE GREAT COURSING EVENT THAT TAKES PLACE ANNUALLY AT ALTAR: A TYPICAL GROUP OF SPECTATORS AT THE WATERLOO CUP.



THE ONLY ICE RINK IN ENGLAND: AN INTERNATIONAL CURLING COMPETITION (ENGLAND v. SCOTLAND) AT THE MANCHESTER ICE PALACE.

The people of Lancashire and Cheshire are fond of sport, which they pursue in their leisure hours with the same vigour and tenacity which they devote to business. Within the district, as our photographs indicate, there are some of the most famous sporting centres. On the historic course at Aintree, near Liverpool, there is run every year the greatest event in the world of steeplechasing, the Grand National, while Altcar is the annual scene of the principal coursing fixture, the Waterloo Cup. Liverpool and Manchester both possess their courses for flat-racing, as well as great cricket and football grounds. The Lancashire county cricket team has long been one of the best in the country, and has produced many famous players. Of late years golf has become very popular, and there are excellent courses in the district. That of Lytham and St. Anne's, near Blackpool, has been chosen for the Open Championship of 1926.

having recently been included, by the Championship Committee of the Royal and Ancient Club at St. Andrews, among the courses on which the various national tournaments may be played. Manchester has the distinction of possessing the only ice rink that exists in England at present, at the Manchester Ice Palace. The ice surface measures 140 ft. by 100 ft. At the International Figure Skating Competitions held there last year, the events included the World Championship for Men, the Pair Skating Championship of the World, and the International Ladies' Senior Competition. Once a week throughout the winter, the ice is used for curling. There are four Curling Clubs in Manchester, and the rink at the Ice Palace is the only place in England where the game can be enjoyed with certainty and regularity. The Manchester and District Parks Lawn-Tennis Association comprises some twenty clubs and thousands of individual members.



THE EPIC OF LIVERPOOL.

By JOHN OWEN, the well-known Author of "The Cotton Broker," etc.

I.—HISTORY.

FOR the Londoner, Liverpool is a city with no profounder significance than that of a place where he exchanges a train for a ship or a ship for a train on his hurried way to some scene of more



EIGHTEENTH-CENTURY LIVERPOOL, IN THE DAYS OF SAILING-SHIPS: A VIEW OF THE WATER FRONT, FROM THE MERSEY, IN 1770.

From a Drawing by W. G. Herdman.

distinguished activity than he can believe characterises this particular port. Oh, yes; London is a port, and so is New York; but they are other things as well, whereas Liverpool is a port and no more. For a good many of us, to say that a town is a port and no more is like saying that a man is a gentleman and no more.

An Englishman who is not moved by the sight of ships ought to take out naturalisation papers in Tibet. And a man who cannot be moved by the business of a port should strictly audit his own spiritual resources.

To walk through the docks of Liverpool under the shadow of her great warehouses is to get into touch with remote and strange civilisations. A lorry laden with cotton passes. We pluck a thread of the staple, and immediately it becomes the symbol of a vast human phenomenon—the life of the cotton plantation of America, with its dark and tragic memories; the life involved in that carrying trade by which the cotton is brought into Lancashire; and the life of the mills—the men and women who are bound within the environment which these mills signify. And when thoughts such as these have become a habit we cannot handle a spoonful of sugar, drink a cup of tea, or touch a grain of corn without being brought into sudden and startling contact with men and women toiling obscurely in every corner of that earth which sends its fruits into the port which, from insignificant beginnings, has become so vast and so powerful and, in its activities, so astonishingly involved with the whole world.

The earliest history of Liverpool is not profoundly moving. The name of the place is absent from Domesday, though before the date of that remarkable first book Wulfic Earl of Mercia had signed a document leaving to his heirs land which included the site of Liverpool. Next we find Henry II. handing over these demesnes to the title of the Earls of Morton—an honour borne at the time by John, afterwards King and remembered both as the founder of the liberties of England and as the faithful patron of financial Zion. John was much interested in Liverpool. He had a fleet of 500 sail in the Irish Sea. The ships were very small—of 20 tons or no more—but he saw in Liverpool a fit port on which to base an invasion of Ireland. He gave the place a charter with more willingness than he gave one to the nation, and, this charter being confirmed by his successor, Liverpool began to figure in records and was presently recognised as a port. Just before the close of the thirteenth century we find Liverpool with its own Member of Parliament—and a paid one at that. But the town did not, as the result of the efforts of this representative, make any rapid progress. Three hundred years afterwards we find Liverpool described, doubtless by a Manchester man, as "poor and decayed."

But, with the passing of the Tudors and the rise of the Stuarts, Liverpool's consequence began to grow. The population of the town did not, however, pass the 5000 mark till well into the next century,

when the growth of the West Indian trade brought progress. With the coming of the first George came the first dock. Was there given to the men standing there and gazing with ingenuous wonder at their own completed handiwork, any vision of the vast and complex organism of the modern port that was to grow from their "Old Dock"—as it came to be called? After the first dock, the canals. Liverpool merchants saw that by joining the growing manufacturing districts to their port by means of waterways they would vastly increase their business, and they gave money freely to support such canal systems as the Leeds and Liverpool, the Bridgewater, the Grand Junction, and others. And the canals still carry cotton.

By 1800 Liverpool could claim five docks, covering an area of 27½ acres. To-day there are eighty-seven, covering a space of 600 acres, including the Gladstone graving dock, the largest of its sort in Europe. Liverpool, by the way, rather runs to records. She could boast, though one is glad

for its Ham-and-Egg Parade, its niggers, and its riding horses; and with Birkenhead midway between the two extremes—there may working Liverpool go for rest and refreshment. And so the ferries are the most popular and most characteristic public services discoverable hereabouts. Liverpool, in fact, has always had the idea that if you have a river you might as well use it. And if you are going to use it, you might as well build good boats. And so these little ferry-steamers are the best in the world. And yet the purpose served by some of them is not merely utilitarian. You can get odd little thrills crossing the river—even as I did the other day when, standing on the upper deck with the little bridge above my head, I found myself reading a legend attached to the bridge, a legend that seemed to spread across the face of the surrounding scene, with its quiet distances and aspect of peaceful activities, the choking smoke of a battle, and that read—

Here Commander Valentine Francis Gibbs, R.N., who commanded this vessel, April 23rd, 1918, at ZEEBRUGGE, lay mortally wounded fighting and directing this ship to the last whilst under the enemy's fire, upholding in his noble death the glorious traditions of the great service to which he belonged.

My ferry-steamer was none other than the *Iris*, now, by the King's direction, named the *Royal Iris*, which, with her sister ferry-boat, the *Royal Daffodil*, took her great part in the memorable attack upon the Mole. Every ship has an immortal soul, but also an invincible reticence. But if ever these two, moored near to one another at the Landing Stage, whisper together, one wonders what they say of that crowded hour of theirs during St. George's Day, 1918!

The Landing Stage, besides being a place of departure, is a microcosm of the social life of Liverpool. Here is the city's favourite and most characteristic and distinguished promenade. It is peculiarly beloved of youth. Young men with arms outgrowing their sleeves, hungry young men eating a sandwich by way of luncheon, come here to dream of a day when they will have conquered, and when the Cotton Market, or the Corn Market, or the Ship Owners' Association, will be receiving the intimation that "Mr. —, having to-day been admitted a partner in this firm, will sign . . ."

And it is a haunt of lovers. Liverpool "shes," whether ships or women, have a beauty that may challenge the world. The young men who come here to dream may well find their inspiration in the eyes that look into theirs. This claim for the beauty of Liverpool women is not carelessly made. It can easily be tested by a visitor during a very brief walk. Perhaps the thing is explicable: their faces are constantly being kissed by the breezes of the Atlantic,

their minds are always being quickened by that sense of contact with the whole world, which subconsciously must govern the thought of all Liverpool



WITH THE MONUMENT OF NELSON IN THE QUADRANGLE GENERALLY KNOWN AS THE "FLAGS": THE LIVERPOOL EXCHANGE.

The Exchange, built in the French Renaissance style, occupies three sides of a quadrangle, of which the fourth is filled by the Town Hall.

to think she doesn't, that she has the largest cathedral in Great Britain. But she may claim also the largest dock in Europe and the largest warehouse in the world, as well as the largest floating platform ever built—that of the Landing Stage.

II.—THE LIFE.

If there is one name more than another that epitomises Liverpool, it is that of the Landing Stage. For alongside come "all the big steamers"—there is a berth for the biggest in the world. From here depart the pleasure-steamers that bear the people of the city to their favourite sea-side haunts in Wales and the Isle of Man; from here sail, every few minutes, the ferry-boats that take the workers back to their homes on the Cheshire side. Liverpool is justly proud of her ferry service, with its constant touch with her great bed-room in Cheshire. From Eastham, which more than thirty years ago had its own Zoological Gardens (who remembers those Gardens now?), to New Brighton, a resort once notorious



LIVERPOOL AS A SEAT OF LEARNING: THE MUSEUM AND LIBRARY AND THE PICTON READING-ROOM.

The Museums include the Lord Derby Museum (commemorating the thirteenth Earl) and the Mayer Museum. In memory of Joseph Mayer, F.S.A., who presented a fine collection of Egyptian, Assyrian, and Greek antiquities.

born. They have acquired a cosmopolitan intelligence which enables them in some sort to present themselves to an admiring other sex in terms of a

[Continued overleaf.]

LIVERPOOL PAST AND PRESENT: CHANGES WROUGHT WITHIN 200 YEARS.

PHOTOGRAPHS BY RICHARD BROWN.



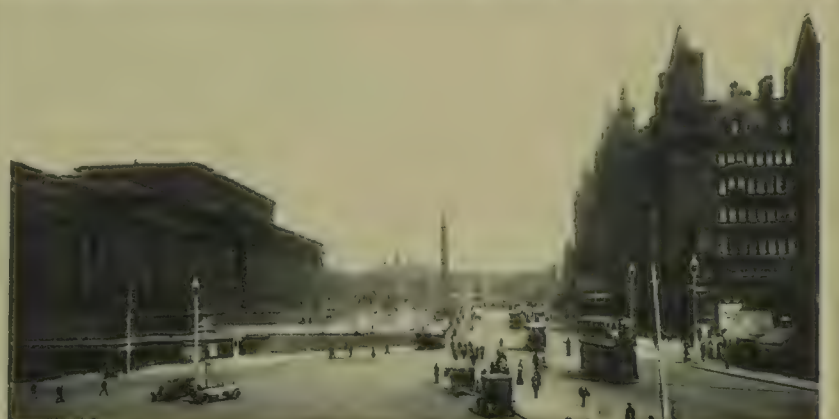
AS IT WAS IN 1826: THE NORTH SIDE OF LORD STREET, LIVERPOOL, DEVOID OF TRAFFIC, WITH A BASKET-WOMAN SEATED IN THE ROAD.



AS IT IS TO-DAY: A RECENT PHOTOGRAPH OF LORD STREET, LIVERPOOL, A BUSY THOROUGHFARE WITH MOTOR CARS AND ELECTRIC TRAMWAYS.



AS IT WAS IN 1800: THE WEST SIDE OF SHAW'S BROW, WHERE NOW STAND THE TECHNICAL SCHOOLS, MUSEUM, LIBRARIES, AND WALKER ART GALLERY.



AS IT IS TO-DAY: LIME STREET, LIVERPOOL, LEADING TO THE SITE OF OLD SHAW'S BROW—SHOWING ST. GEORGE'S HALL, "THE FINEST BUILDING IN THE WORLD," AND THE WELLINGTON MONUMENT.



AS IT WAS IN 1825: RANELAGH STREET, LIVERPOOL—A VIEW SHOWING PART OF THE CITY A CENTURY AGO.



TO-DAY: RANELAGH STREET, SHOWING THE MIDLAND STATION (RIGHT) WITH LEWIS'S EMPORIUM (BEYOND) AND THE ADELPHI HOTEL (CENTRE BACKGROUND).



AS IT WAS IN 1749: ST. NICHOLAS' CHURCH, AND THE ADJACENT WATER-SIDE BUILDINGS, INCLUDING THE INCE BOAT HOUSE (LEFT FOREGROUND), 176 YEARS AGO.



AS IT IS TO-DAY: ST. NICHOLAS' CHURCH, LIVERPOOL, AMID A GREAT COMMERCIAL QUARTER, WITH THE OVERHEAD RAILWAY, AND OFFICES OF THE HALL LINE (RIGHT FOREGROUND).

Nothing could show more vividly the enormous growth of Liverpool during the last two centuries than these illustrations of the same sites in past times and to-day. "Two hundred years," writes Sir William Forwood in the "Liverpool Annual" for 1925, "may seem a long time to those who happily stand on life's threshold. . . . It may even be difficult for them to realise that their grandfathers might have been among the fishermen sitting outside their cottage homes on the banks of the Liver-Pool, mending their nets. Had these fisherfolk, like Rip Van Winkle, fallen asleep for 200 years, what an astounding awakening they

would have had! The little town guarded by its Castle, yet only a small fishing village, fringing a muddy creek. . . . All this has gone, and in its place they would find a great city pulsating with energy and activity." "On the site of Shaw's Brow," writes Mr. Arthur Quigley, Curator of the Walker Art Gallery, "now stands the imposing range of buildings—the Central Technical Schools, Public Museums, Libraries, and Walker Art Gallery, with the County Sessions House beyond and modern Lime Street running southward." Mr. Norman Shaw, R.A., called St. George's Hall "the finest building in the world."

Continued from Page 830.]

world rather than a locality! And yet Liverpool as a whole is not quite free from a parochial quality. R. H. Hutton, writing to the most distinguished of Liverpool journalists, the late Sir Edward (afterwards Lord) Russell, used sometimes playfully to enquire "How is the Parish Pump?" But Liverpool's interests have widened since then.

Liverpool is being rebuilt—not always for her soul's benefit. The impression upon the mind of a voyager arriving in the Mersey will not be an altogether happy one. Yet he will be delighted by the fine general effect presented by the domed building of the Dock Board, and by the impressive Cunard Office. He will find, too, the beginning of something noble in the great sandstone mass of the Liverpool Cathedral; and coming into the city he will discover St. George's Hall, and become silent in view of what is held to be the finest post-Classical building in Europe.

Liverpool takes itself seriously as an art centre. The Walker Art Gallery is its Royal Academy, while its Chelsea may be sought in the purloined inhabited by the Sandon Club. It is sometimes complained that Liverpool has an almost too perfect control of its enthusiasms for its native intellectuals, its spiritual adventurers. Yet the soul of this city is not dead. More than forty years ago it set up its University College—later to become the University of Liverpool—and it is the proud boast of this institution that at one time it had on its staff Oliver Lodge, Walter Raleigh, and R. A. M. Stevenson.

Liverpool has a magnificent and admirably-managed library in the Picton, and a fine Museum, while its medical schools and hospitals are famous everywhere.

The city has few great names among her natives. That of Gladstone stands out from among the rest. Her chief writer is Mrs. Hemans, by no means as bad a poet as she has been made out to be—even if known to-day merely by her celebration of that adhesive youth whom nothing would induce to leave the burning deck. Liverpool men have always done well at the Bar. Recent examples of the successful include Lord Mersey and Lord Birkenhead, who once said that "Lord Mersey left the title of Lord Atlantic for me."

III.—THE TRADE.

When we come to trace the sources of Liverpool's commercial greatness we find them at once. Some of these causes have been pointed out very clearly by Professor Ramsay Muir in his admirable history of Liverpool.

Liverpool started out in life with two great physical advantages. She was given a wide and

to surrender to the north, and in a few years Lancashire and Yorkshire were richer, more populous, and more miserable than in any part of their previous history. But no matter if children of six worked from five in the morning to nine at night, in a steam heat of ninety degrees, production became at once enormous, and had soon outstripped the needs of the home consumer.

But there is another factor to be noted. The value of the machinery depended on a supply of the raw material. And this material was forthcoming as the result of a conjunction of circumstances, the chief of which may have been the birth of George Washington. With the American nation in being, and in possession of the great territory of Louisiana, acquired from the French, the planting of cotton became the greatest industry of the West. But America had neither the

as with one voice until the noise rises into a hurricane of what seems unmeaning sound. Yet every word uttered has a very real meaning, understood by the men who record prices from moment to moment on the great blackboard over the heads of all. And a very real meaning also to the markets throughout the world, that hold their hands till Liverpool has spoken. Other great markets in Liverpool are the Corn Exchange and that of the fruit trade, while there is also huge business done in sugar, fruit, tobacco, timber, and meat.

IV.—SHIPPING.

But thinking of Liverpool we inevitably come back to the ships. All the streets of this city set upon a hill slope down to her river of ships. It is these ships of hers that have given her life and made her noble and significant. Her history is the history of her ships, of her great shipping lines. The mere names of the Liverpool lines might stir the most sluggish imagination. The Cunard, the White Star, the Dominion, the C.P.R., the P.S.N., Booth, Ellerman, Elder Dempster, Holt, Blue Funnel, Harrison, Leyland, Clan, Bibby—one could go on repeating names that have a meaning and even a curious sort of spiritual value in the furthest ports of the world.

Trade has always had a magic since the days of those nobly named merchant adventurers of Elizabeth. There is a different magic to-day. It is a contrasted magic. The old charm lay in the danger, the uncertainty, the unsteadiness. The new wonder is in the elimination of danger, the perfection of detail, and the undeviating steadiness of a system by which the big steamers sail by the clock, and, with a six weeks' voyage before them, are timed to make port to an hour—a system by which a million tons of cargoes can be swept out of ships' holds, passed through warehouses to manufacturers, and so to consumers without anyone declaring that a miracle has been wrought; a system by which, right round the face of the globe, are carried on the markets of the world—each vivid, living, reacting to every other market—and all these marts constituting together the most wonderful of nervous organisms, the nervous organism of commerce as we know it to-day. And, finally, a system which, if we could but see it, humanises for us every other civilisation—every other life that is being lived anywhere to the world's ends.

It is in the maintenance of that system that Liverpool and her ships take their great part. True, some of the passenger vessels on the newest scale have deserted Liverpool for Southampton, and from there now, "roll down, roll down to Rio." But Liverpool keeps the carrying trade, and will keep it. Lancashire



PRESENTED TO LIVERPOOL BY SIR ANDREW BARCLAY WALKER, BT., DURING HIS MAYORALTY: THE FAMOUS WALKER ART GALLERY.

The foundation stone of the Walker Art Gallery was laid in 1874, and it was completed in 1877. The permanent collection contains over 2000 examples by famous artists.

facilities for spinning nor the appropriate markets at her doors. On the other hand, England with her new machinery was crying out for cotton. And thus Liverpool, as the port most convenient for the import of this vast consignment of raw material, came into her own. Without question, the two pillars by which the greatness of Liverpool are supported to-day are those of shipping and American cotton.

The cotton trade being once established, its growth was prodigious. This growth was to be promoted by a factor which incidentally assisted the port, now so quickly rising as a result of its part in the traffic. In 1813 the Eastern ports, hitherto the private monopoly of the East India Company, were opened to the world. Here was a new market of immense possibilities to the rising industries of Lancashire. But now Liverpool, which had already been given a vast import trade, was provided with a new great export one. For Lancashire, using her nearest port for



SHOWING OLD-FASHIONED BATHING-MACHINES, WINDMILLS, AND SAILING-SHIPS: AN INTERESTING OLD PICTURE OF THE NORTH SHORE, LIVERPOOL, IN 1830—A STRIKING CONTRAST TO THE ADJOINING PHOTOGRAPH.

Photograph supplied by Richard Brown.



A CONTRAST TO THE LIVERPOOL OF 1830: AN AIR VIEW FROM 3000 FT., SHOWING ON THE WATER FRONT (L. TO R.) THE LIVER BUILDING, CUNARD OFFICES, AND DOCK BOARD, AND (RIGHT BACKGROUND) THE NEW CATHEDRAL.

Photograph by Aeroflms, Ltd., London Aerodrome, Hendon.

navigable river and a situation on the west side of the England of which she was originally an obscure town. These two physical benefits were to be followed by the bestowal of two other advantages, each the result of a remarkable invention. One of these inventions was that of the spinning jenny; the other and even more notable invention was that of the United States of America! Until 1767 the spinning-wheel of the English cottage home life was the only method used. The thread being spun, it was then handled by that pallid race of hand-weavers of whom Silas Marner was presented to us as a characteristic specimen. But with the triumph of Arkwright came the industrial revolution which was not only to change the face of the northern counties, but to redistribute the volume of trade. The south had now

obtaining her raw material, still used her nearest port from which to dispatch her manufactured goods. What she took from the West in the raw she gave to the East in the finished article. And Liverpool did the job for her. The collector of statistics may note that, while in 1770 ten bales were imported from the States, as distinct from the West Indies, in 1923 1,143,000 bales were imported.

The Liverpool Cotton Exchange, a vast building in Old Hall Street, is something that no visitor to Liverpool ought to miss. At the opening of the "Futures" market in the morning, and again in the afternoon at the hour when trading on the New York Exchange begins, there is a scene that is like to madness. Men seem suddenly and actually to be involved in some terrible common affliction, so that they shriek

and Yorkshire obviously will never change their port. Even the traffic in the human, however, remains with Liverpool—apart from the loss of a few of the very largest liners employed on the New York ferry. The great and moving spectacle of men going down to the sea in ships is one that Liverpool beholds, even as she has always beheld it—that curious spectacle of goings and comings, of partings and meetings again, of which not a Liverpool but a Glasgow poet, J. J. Bell, has written—

And I loves the ships more every day,
Though I never was one to roam;
Oh the ships is comforting sights to see,
And they means a lot when they says to me:
Always somebody goin' away,
Somebody gettin' home.

J. O.

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BY DAY.
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LIVERPOOL PERSONALITIES: CIVIC OFFICIALS AND PUBLIC MEN.

PHOTOGRAPHS BY JAMES BACON AND SONS, CHIDLEY, RUSSELL, AND LAFAYETTE.



DIRECTOR OF EDUCATION
AT LIVERPOOL: MR. C. F.
MOTT, M.A.



CURATOR OF THE WALKER
ART GALLERY: MR. ARTHUR
G. QUIGLEY.



THE TOWN CLERK OF
LIVERPOOL: MR. WALTER
MOON.



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THE CHIEF CONSTABLE OF
LIVERPOOL: MR. FRANCIS
CALDWELL, C.B.E., M.V.O.



CHANCELLOR OF THE UNIVERSITY OF
LIVERPOOL: THE EARL OF DERBY,
K.G., G.C.V.O., G.C.B., P.C.



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THE RIGHT HON. THOMAS DOWD, J.P.



VICE-CHANCELLOR OF THE UNIVERSITY
OF LIVERPOOL: DR. J. G. ADAMI,
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CHAIRMAN OF THE LIVERPOOL CHAM-
BER OF COMMERCE: MR. J. SANDEMAN
ALLEN, M.P., J.P.



THE BISHOP OF LIVERPOOL: THE RT. REV. ALBERT AUGUSTUS DAVID, D.D.,
FORMERLY HEADMASTER OF RUGBY.



CHAIRMAN OF THE MERSEY DOCKS
AND HARBOUR BOARD: MR. THOMAS
ROME.

The Earl of Derby was Lord Mayor of Liverpool in 1911-12, and has been President of the Chamber of Commerce.—The present Lord Mayor, Alderman Dowd, is a fruit merchant. He entered the City Council in 1908.—Dr. Adami was formerly Professor of Pathology and Bacteriology at McGill University, Montreal. During the war he was a Colonel in the Canadian Army Medical Corps.—Dr. David was formerly Bishop of St. Edmundsbury and Ipswich, and has been Headmaster of Rugby and of Clifton.—Mr. J. Sandeman Allen is M.P. (Unionist) for the West Derby Division of Liverpool.—Mr. Thomas Rome is a partner in Messrs. Evans, Eyre and Co., shipowners and merchants.—Mr. C. F.

Mott has been Director of Education for Cheshire and a master at Giggleswick.—Mr. A. G. Quigley is a member of the Liverpool Academy of Arts, and has been President of the Liverpool Artists' Club.—Mr. Walter Moon was formerly Clerk and Solicitor to the Metropolitan Water Board, and is Hon. Solicitor to the British Waterworks Association.—Mr. George T. Shaw is Vice-President of the Library Association, and was formerly Master and Librarian of the Liverpool Athenæum.—Mr. Francis Caldwell has worked his way up from the position of junior clerk in the Liverpool City Police Offices to that of Chief Constable, to which he was appointed in 1912.

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HUB OF THE COTTON TRADE: MANCHESTER'S ROYAL EXCHANGE.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY CHESLEY BONESTELL (COPYRIGHTED.)



"WHO SEEK TO FIND ETERNAL TREASURE MUST USE NO GUILF IN WEIGHT OR MEASURE": THE ROYAL EXCHANGE, MANCHESTER, THE LARGEST IN THE WORLD, WITH FLOOR SPACE FOR 20,000 MEMBERS.

The Royal Exchange at Manchester is claimed to be the largest commercial Exchange in the world, and its famous "Floor" accommodates 20,000 members. It is roughly bisected by the three great arches seen in the drawing, which shows it in the morning sunlight, admitted through the large glass dome over each section, and two smaller domes. "No more wonderful assembly," says a booklet of the Manchester Publicity Club, "gathers together than gathers here at High Change. They are of a unique type, unbeaten in shrewd judgment and mother wit, independent, liberty-loving descendants of the men who stood by Abraham

Lincoln over the issue of slavery when it was against their interests so to do. . . . Transactions representing vast sums are just noted down in a pocket-book. Their word is their bond. No sentiment is talked. But around the dome of the Exchange run the words, 'Who seek to find eternal treasure must use no guile in weight or measure.' These plain men are the tried leaders of an industrial folk numbering ten million or more. Here the world's Cotton Trade is virtually controlled. But more than cotton is represented—engineering, iron and steel, chemicals, rubber, wool, transport, shipping, and insurance."



The Wonder Shop of the NORTH

COVERING a floor space of approximately 15,280 square feet, with entrances in Exchange Street, Cross Street, and The Arcade, Boots *The Chemists* branch in The Royal Exchange is of a size and elegance such as does justice to the magnificent premises of which it is a part. On the ground floor there are Chemist, Dispensing, Surgical, Toilet, Perfumery, Fancy, Leather, Silver and Stationery Departments; and on the lower floor, Book, Fine Art and Library Departments—a Gentlemen's Smoke Room, and a handsome Lounge and Reading Room. Each department is sumptuously fitted throughout and perfectly equipped to serve the needs of the times according to the highest standards obtainable. In the Surgical Department every provision is made to meet the requirements of the medical and nursing professions and of the general public. A complete stock of nursery, invalid and surgical requisites is carried and a fully trained and certified nurse is in constant attendance to tender advice and assistance as required.

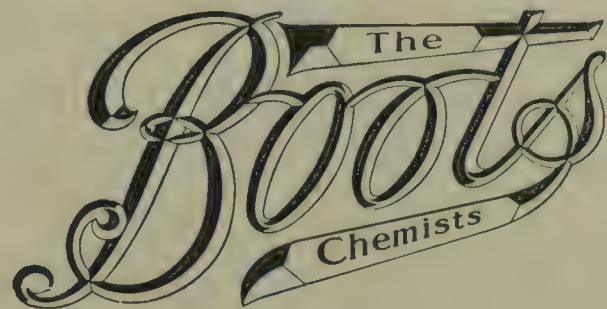
A handsome Lounge and Reading Room is also provided for the comfort and convenience of customers and the general public.

An additional fact of importance is that at this branch the same moderate prices rule as at Boots other establishments.

Here indeed is a shop worthy of patronage, and of which Manchester residents and Boots *The Chemists* may be justly proud.

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ROOM,
LOUNGE AND
READING ROOM



ROYAL EXCHANGE MANCHESTER.

THE FINEST EXAMPLE OF MODERN GOTHIC: LIVERPOOL CATHEDRAL.

FROM THE PAINTING BY GILBERT SCOTT, MADE SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS." (COPYRIGHTED.)



"THIS GREAT AND SPLENDID ACHIEVEMENT OF MODERN ARCHITECTURE": LIVERPOOL'S IMPOSING NEW CATHEDRAL, TO BE THE LARGEST IN GREAT BRITAIN WHEN COMPLETED—SHOWING THE CEMETERY OF ST. JAMES.

When the King and Queen attended the dedication of the completed portion of Liverpool Cathedral, on July 19 last—the twentieth anniversary of the laying of the foundation stone by King Edward—his Majesty spoke of it as "this great and splendid achievement of modern architecture." It was designed by Sir Giles Gilbert Scott, who was only twenty-one when he won the competition for the best design. He afterwards altered his original plan for the main building, and stated that he had been influenced by Spanish architecture. His work has been

called the finest example of modern Gothic. By the time it is finished, the structure will have taken half a century to build. Liverpool is the third great cathedral erected since the days of Wren, the other two having been that of Truro and the Roman Catholic Cathedral at Westminster. The style is a free treatment of fourteenth-century Gothic, or Decorated. It presents a noble shape that will dominate the city and be visible to every ship coming up the Mersey. It will have eventually a high square tower.



THE MONARCH OF THE GLEN

Sir Edwin Landseer, R.A.

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In the supremacy of its mellow maturity, in the dominance of its perfect purity, in the majesty of its constant character, DEWAR'S is veritably the monarch of whiskies. Not idle words but praise cordially affirmed with all sincerity by the world-wide preference for . . .

DEWAR'S

LANCASHIRE AND CHESHIRE :

THE IMPORTANCE OF THEIR INDUSTRIES TO THE EMPIRE.

TO link Lancashire and Cheshire together, it is necessary to emphasise the industrial aspect of the latter, for, where Lancashire has come to be a synonym for the cotton industry, Cheshire is more famous as an agricultural and hunting county. Its popular fame lies more in the quantity and quality of its cheese than in its chemical industries. As a persistent victim of foot-and-mouth disease, Cheshire is more often in the public eye than as the home of diverse industries which, from silk to tanning, and even to chemicals, are suspected by their neighbours in the north of an unnatural addiction to tariff reform. Nevertheless, there is a certain homogeneity between the industries of the two counties.

To gauge the importance of this industrial body in the Empire at large, one must first grasp the striking contrast between so small and densely populated an area and the vast agricultural regions of the Empire. On the one side there stands a forest of chimney stacks belching out smoke to conceal the toil of millions, who are only just beginning to realise the full measure of their dependence on, and community of interest with, those

other millions who suffer less, perhaps, from the company of their fellow-men, but at the same time enjoy a more adequate apportionment of sun and air. Between these two sections of one commonwealth there exists a true reciprocity of economic interest. Except for the brine of Cheshire and the coal of Lancashire, there is hardly one raw material of industry which is indigenous to this part of the Industrial North.

Raw materials, therefore, must be drawn from elsewhere. The Empire itself provides many of them. It can provide more, and it lies with Lancashire to buy more from within the Empire. Further, within the confines of Lancashire and Cheshire there lives an immense population—a circle of twenty miles around Manchester would enclose about five millions—which produces only the merest fraction of its own food supply. As with its material for industry, so with its sustenance, the Empire again comes into play as an actual and potential source of supply.

Lancashire, however, has built up an immense industrial machine, the full output of which cannot be absorbed within the Empire alone, and it is now essential for Lancashire to safeguard the international exchange of goods from all impediments. The white population of the Empire outside Great Britain lies too thinly on the ground to provide the cotton trade with a large outlet for its exports. With the coloured populations the situation is different, for India always has been and still is the largest source of demand for Lancashire goods next to the British Isles, while Africa provides Lancashire with some hope that an industry so completely dependent on exports still has a future. In 1913, the peak of industrial activity was reached in the cotton trade. Exports of piece goods rose to over seven thousand million yards. Since the war the annual average fluctuates between four and four-and-a-half thousand million square yards, with a distinct tendency to increase, although progress is slow. Of the total distribution, the self-governing Dominions took 5½ per cent. in 1913 and 7 per cent. in 1924. In 1913 over three thousand million yards were exported to India. In 1924 the total was only slightly more than half that quantity, and, in spite of a steady increase of population, it is unlikely that India will resume the important place she once held amongst Lancashire's customers. For in the meantime India has been a vigorous buyer of another product of Lancashire—namely, textile machinery, and a cotton

industry has been established in India which provides a large third of her total requirements of cotton goods. Another third comes from her hand-loom industry. A smaller third is imported; and, although Manchester goods are still predominant in the last category, their supremacy is not entirely unchallenged.

The British cotton industry is equipped with some 56,750,000 spinning spindles out of a world total of 160,000,000. The nearest approach to Lancashire's supremacy in manufacturing capacity is to be found in the United States, which now possesses about 38,000,000 spindles. In every large town of Lancashire there is now established an active production

Cotton, of course, is not the only textile manufactured in Lancashire and

Cheshire. In Rochdale there is situated an important offshoot of the Yorkshire woollen industry. It stands there as a reminder that, before the rise of cotton, wool was the staple industry of Manchester. Over the border into Cheshire, we find the silk industry established. After several years of extreme adversity, this industry is now beginning to recover its equanimity, the recovery being due largely to the growing popularity of artificial silk. For the new and unexploited fibres of the Empire, whether natural or synthetic, Lancashire and Cheshire seem to offer a suitable field for experiment and exploitation—witness the little-known industry producing gas-mantle fabric from ramie, or China grass.

Before textile goods are put on the market, they are subjected to intricate processes of bleaching, dyeing or printing, finishing, and so forth. These requirements have produced yet another industry—the chemical industry of Cheshire and Lancashire. Early in the last century the increase in the output of cotton cloth had made it impossible to depend on the

old sun-bleaching methods. The use of chlorine was discovered, and there seems to be no limit to the range of materials to which the industry can extend itself—alkalis, soaps, glycerine, silicate of soda, soda ash, caustic soda. Starting from the brine-fields, Cheshire soon became one of the most important chemical manufacturing areas of the world.

The chemical industry has also outgrown the local demand. The constant urge towards expansion causes a huge development of export trade, which helps to provide the increasing population with the means of purchasing adequate food supply. Many of its raw materials, particularly in the soap and cognate industries, are drawn from the Empire, rendering necessary a close liaison between the interests of Cheshire and Central Africa. So with most other industries here, the call for closer relations is imperative. For opening out new areas in the Empire, the constructional machinery can be supplied from here. This in turn causes an increase in the prosperity and the population of the Empire. The consequent enlargement in the production of food and raw materials can find a new market to exploit in Lancashire and Cheshire, while they reciprocate with an expanding demand for articles of textile

apparel. The history of the past few years has brought out Lancashire's great need of fresh sources of raw cotton supply, while the shortage of American cotton has brought prices to a level at which the Dominions and Colonies are bound to sit up and take notice. India, of course, has always been one of the chief cotton-growing countries of the world, but her crop is so low in staple and grade that only a small proportion of what she does not use herself is wanted in this country. But Central Africa, the Sudan, Rhodesia,

South Africa, and Australia are taking measures to fill the gap. Progress is of necessity slow. Roads and water supply are pre-requisites which do not grow up in a day, while in some of the areas mentioned the supply of labour puts a definite limit to the prospects of expansion. Lancashire will welcome the day when the whole of her cotton supply comes from Imperial sources, when the price of cotton is fixed by the fate of the crops of the Empire, which by their very dispersion will provide a safeguard against the effect of weather calamities in one area.



CHAIRMAN OF THE CHESHIRE COUNTY COUNCIL: SIR WILLIAM HODGSON, M.D., J.P.

Photograph by Lafayette (London).



CHANCELLOR OF THE DUCHY OF LANCASTER: VISCOUNT CECIL OF CHELWOOD, P.C., K.C.

Photograph by Russell.

Viscount Cecil became Chancellor of the Duchy of Lancaster when the present Government came into power last November. In 1923-24 he held the office of Lord Privy Seal. Before he was raised to the Peerage two years ago he represented the Hitchin Division of Hertfordshire, as an Independent Conservative, in the House of Commons.



THE PRESENT MAYOR OF CHESTER: ALDERMAN DAVID L. HEWITT.

Photograph by Chidley.



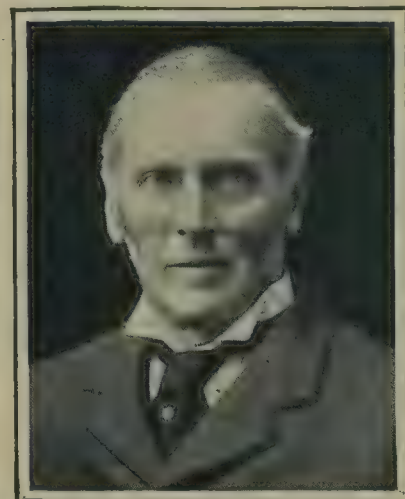
VICE-CHANCELLOR OF THE DUCHY OF LANCASTER: MR. ROGER BERNARD LAWRENCE, K.C.

Photograph by Vandyk.



HIGH SHERIFF OF LANCASTER: COLONEL GEORGE OWEN SANDYS.

Lord Shuttleworth, who, as Sir U. Kay-Shuttleworth, sat for many years in the House of Commons, was created a Baron in 1902. He has two residences in the north country Gawthorpe Hall, Burnley, and Barbon Manor, Kirkby Lonsdale. He has been Chancellor of the Duchy of Lancaster, and President of the Lancashire Territorial Association.



LORD LIEUTENANT OF LANCASTER: LORD SHUTTLEWORTH, P.C.

Photograph by Russell.

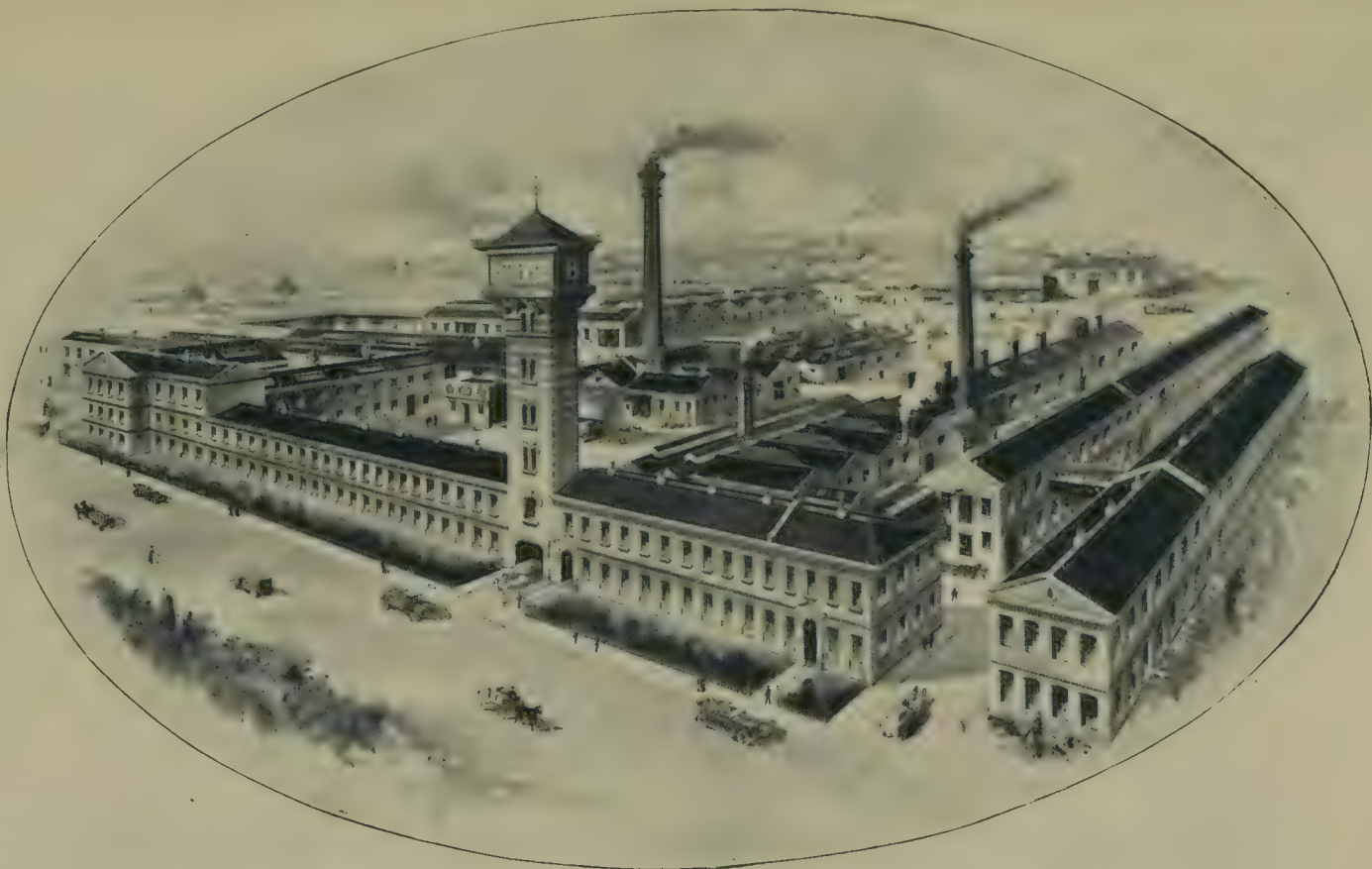


LORD LIEUTENANT OF CHESHIRE: BRIG.-GEN. SIR WILLIAM BROMLEY-DAVENPORT.

Photograph by Russell.

that the cotton industry has had to ask itself whether, like the jute industry of Dundee, it will not have to undergo a wide dispersion to countries where the supply of raw material and the demand for the finished article are present at the doors of the factory.

As an industry, the making of textile machinery does not stand by itself. It needs iron and steel and other kinds of machinery. This intense local demand has inspired the growth not only of iron and steel industries in Lancashire and Cheshire, but also of engineering works in the wider sense.



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Select the hat with care, let it be in keeping with the rest of the attire, and if you would have it do credit to your tailoring, let it be a Battersby.

There's a Battersby just right for you.

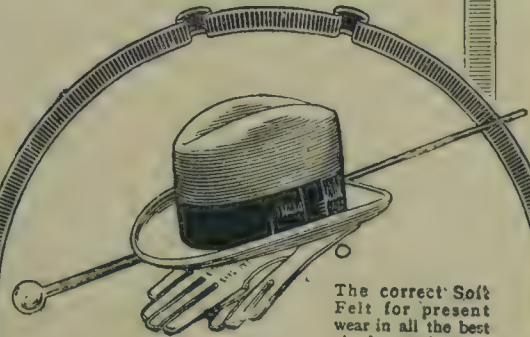
Battersby

HATS
FOR MEN

Sold by the best Hatters

In standard qualities 20/-, 25/-, 30/-

Actual Makers: BATTERSBY & CO. LTD., STOCKPORT



The correct Soft Felt for present wear in all the best shades and three standard qualities. Prices 20/-, 25/-, 30/-

Battersby hats are distinguished without being obtrusive—fashionable but not extreme. They reflect correctness of style and give sound honest wear.

Battersby

HATS
for men

From High-Class Hatters
Actual Makers

BATTERSBY & Co. Ltd., Offerton Works, STOCKPORT.



womanly beauty fitly clad

The sheen of stockinette, the elasticity of it, as it yields to every movement, and springs back to cling caressingly to every soft curve of the lightly corsetted figure, make it the modern woman's choice as a foundation for the silky sheath-like modern frock.

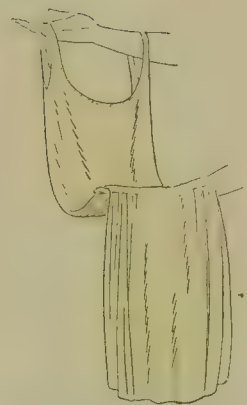
She keeps it fresh by frequent washing in rich Lux suds. Lux cleans delicate materials which are more fragile than ever when wet—without twisting, rubbing, stretching, or great heat—all dangerous to their delicacy.

The soft Lux suds, pressed through and through the fine weft, are sufficient to restore it to cleanliness. Partly

dry on the flat, and iron while damp with a moderately hot iron. Thus treated, the frail garment will retain its shapeliness and its rich bright colour. There is no broken thread, to run an ever-lengthening ladder and spoil the smooth texture.

Kind to delicate fabrics, Lux is also gentle to the hands. Notice how firm and white it leaves the skin.

Don't accept substitutes for Lux—so-called 'cheap' loose flakes masquerading as Lux. Lux costs a little more than soap but saves its cost many times over. Economise by buying Lux in the big new 10d packet. Lever Brothers Ltd.



British Celanese Limited, manufacturers of the famous "Celanese" fabrics, give specific written instructions to purchasers to use only Lux in washing "Celanese."



LUX

Only in cartons



For dyeing and tinting use Twink—which is Lux in a choice of 24 fashionable shades. In cartons at 4d and 7½d

"THE BRIGHTON OF THE NORTH": BLACKPOOL FRONT AT DUSK.

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WITH ITS "EIFFEL TOWER" AND BIG WHEEL: A TWILIGHT VIEW OF BLACKPOOL,
THE GREAT SEASIDE RESORT OF LANCASHIRE.

Blackpool is to Lancashire what Brighton is to London, and North-country folk flock thither in their thousands for summer holidays. It has excellent sands and bathing facilities, a fine promenade, and abundant means of amusement. Its predominant features are the great "Eiffel Tower," 520 ft. high, which was built

in 1893-6, and the Big Wheel. Among its other attractions are winter gardens, theatres, and an aquarium. In the holiday season sometimes as many as 100,000 visitors arrive at Blackpool every day. Formerly a small fishing village, it began to be a seaside resort towards the end of the 18th century.

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IF IT RIDES ON RUBBER — THERE'S A DUNLOP TYRE FOR IT

PICTURESQUE CHESTER: OLD HOUSES AND THE CATHEDRAL.



WHERE CHARLES I. WATCHED THE DEFEAT OF HIS FORCES ON ROWTON MOOR IN 1645: THE PHENIX, OR KING CHARLES TOWER, AT CHESTER.



FORMERLY THE ABBEY CHURCH OF THE BENEDICTINE MONASTERY OF ST. WERBURGH: CHESTER CATHEDRAL, RE-DEDICATED ON THE FOUNDATION OF THE BISHOPRIC IN 1541.



IN OLD-WORLD CHESTER, RICH IN TIME-HONOURED BUILDINGS: A ROW OF PICTURESQUE HOUSES IN NORTHGATE STREET.



WHERE ONE OF THE OLD HOUSES STILL SURVIVING IS DATED 1577: PART OF FOREGATE STREET, CHESTER.



WHERE SOME OF THE OLD HOUSES HAVE CRYPTS, PROBABLY USED ONCE AS PRIVATE CHAPELS: WATERGATE STREET, CHESTER.



A RELIC OF THE OLD BENEDICTINE FOUNDATION, WHOSE CHURCH BECAME THE CATHEDRAL: THE ANCIENT GATEWAY OF ST. WERBURGH'S ABBEY, AT CHESTER



A PICTURESQUE CORNER IN HISTORIC CHESTER: A GROUP OF OLD GABLED BUILDINGS AT THE SPOT KNOWN AS "THE CROSS."

Chester is particularly rich in old houses, which make it one of the most picturesque and interesting of English cities. Under some of the old houses have been found crypts, believed to have been used in former times as private chapels. One such crypt is open to public inspection in Watergate Street. Here also is God's Providence House, and a small court leads to Stanley Palace (illustrated on another page in this number). Chester suffered considerably in the Civil War. The inscription on the Phoenix Tower records that "King Charles stood on this tower Sept. 24, 1645, and saw his army defeated on Rowton Moor." In the

next year the city was besieged and captured by the Parliamentarians. "The invaders," writes Mr. Walter Gallichan in "Cheshire" (Methuen), "surged in, pulled down the High Cross, and damaged the interior of the Cathedral." The See of Chester was founded in 1541, the town having been in the diocese of Lichfield and Coventry up to that date. Upon the dissolution of the Benedictine Monastery of St. Werburgh, Chester was made a Protestant bishopric, and the abbey church was re-dedicated. . . . St. Werburgh was a daughter of the King of Mercia." Part of the Cathedral dates from 1121-40.

THE RENAISSANCE OF AN ART: THE REVIVAL OF WOOD-ENGRAVING.

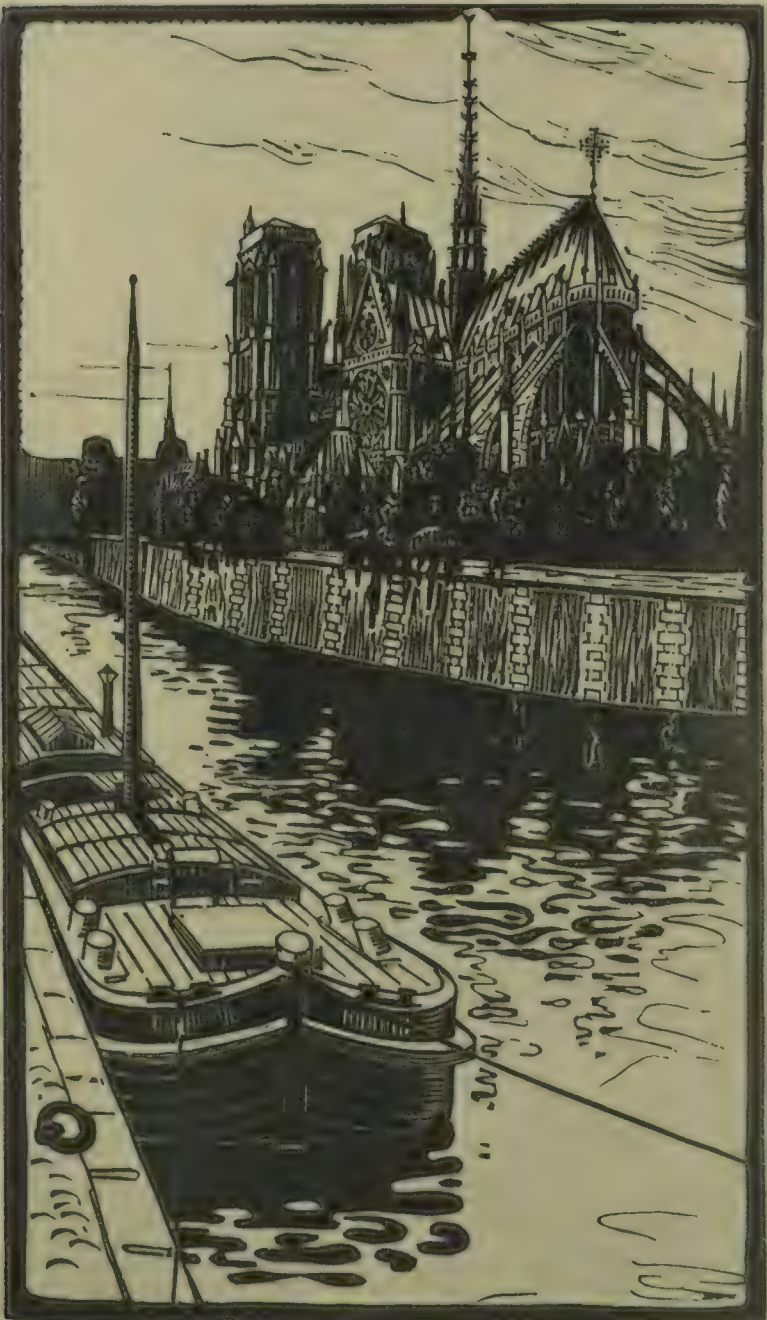
REPRODUCED BY COURTESY OF THE ST. GEORGE'S GALLERY, GEORGE STREET, HANOVER SQUARE.



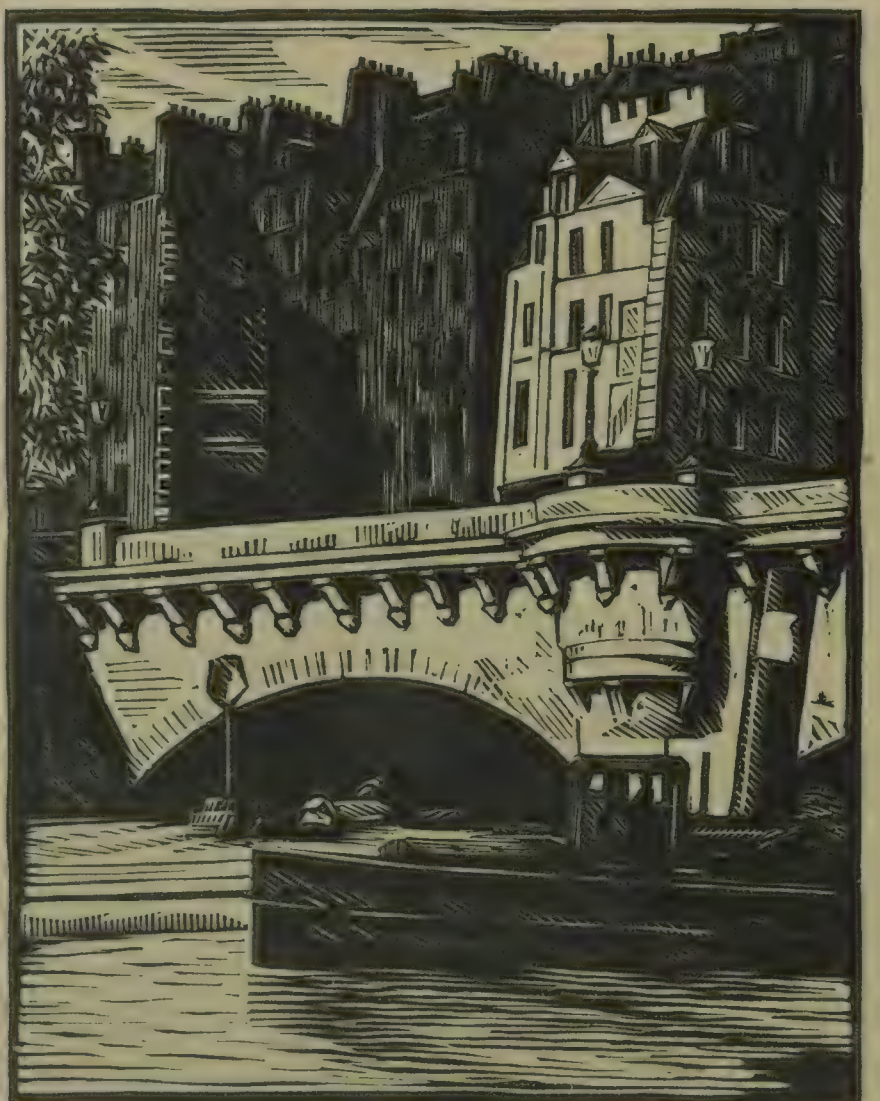
MODERN FRENCH WOOD-ENGRAVING IN ITS MORE FANTASTIC SUBJECT-FORM:
"ARGOSIE," BY H. LESPINASSE.



ITS WATERS HIDING TREASURES OF CALIGULA'S PLEASURE-GALLEYS:
"LE LAC DU NEMI," BY PIERRE GUSMAN.



ONE OF THE MOST FAMOUS CATHEDRALS IN THE WORLD:
"NOTRE DAME DE PARIS," BY JOSEPH LEMOINE.



THE OLDEST BRIDGE IN PARIS—BUILT 1568-1603: "THE PONT-NEUF,"
BY ANDRÉ DELIGNERES.

Wood-engraving, which had been looked upon as practically a dead art, or, at all events, an art that was moribund, has shown the strongest possible signs of a new life during the past few years, and the renaissance may be said to be at its height in this and other countries. It is interesting, therefore, to give these few examples of modern French wood-engraving chosen from the very interesting exhibition now being held at the St. George's Gallery. The works shown, it need hardly be said, vary very much in type, from what may be termed the

conventional to the fantastic and what the general public is apt to call collectively "futuristic." With regard to two of the illustrations given on our page, the "Argosie" is the most interesting of three with the same title, by H. Lespinasse. As to the Lake of Nemi, our readers need hardly be reminded that it is in the Alban Hills, near Rome, and that beneath its waters have lain for nineteen centuries two gorgeous pleasure-galleys of the Roman Emperor Caligula. Treasures found in them by divers were illustrated in our issue of October 11 last.



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NEW BOND STREET. W.1

THE ROMANCE OF MANCHESTER.

(Continued from Page 812.)

College of Technology in the city. The intellectual side of Manchester life was being fostered, and was later encouraged by the munificence of a Manchester merchant, Humphrey Chetham, who had been educated at Hugh Oldham's School. In 1653 he founded a "hospital," or blue-coat school, for the benefit of poor boys, and endowed also a free public library, apparently the earliest of the kind in the kingdom. These institutions founded by Oldham and Chetham are still carrying on the work their founders intended.

One might dilate at some length upon manorial and educational matters connected with the growing town, but these aspects are fully dealt with elsewhere in the various records of the city, and it may now be of interest to glance at the origin and development of some of its industries, the chief of which is that relating to textiles.

TEXTILES.

The first hint we get of this is the finding, at Kersal, of a stone spindle whorl, associated with flint implements, as in the Swiss lake villages and other places. From this circumstance the inference may be drawn that the early inhabitants understood the craft of weaving. Obviously, the industry must have continued during the succeeding centuries, but definite information is wanting until, in 1295, we meet with the record of a certain Alexander le Tinctore (the dyer) of "Ancotes" (*sic*), and another of the same handicraft named Simon; probably they were wool-dyers, for the oldest textiles were made of it. In 1185, mention is made of English woollen manufacture, and there was a fulling-mill on the

River Irk as early as 1282. This indicates that woollen cloth making was a local industry many years before Edward III. introduced skilled Flemish artisans. Linen is noted as having been woven as early as 1253. Manchester "cottons" are mentioned in 1552, but this appears to have been a term used in the woollen trade in an Act passed for the true making of woollen cloth, which was ordered to be 22 yards in length, and that all Manchester

whites, ruggs and bayes" were sent from Manchester to London for sale. It is in 1641 that we get a note relating to *vegetable* cotton, in the "Treasure of Traffic," by Lewis Roberts, where he says that cotton wool is bought in London that comes from Cyprus and Smyrna. The development of textile industry was given an immense impetus by the inventions of Kay, Arkwright, and Crompton. John Kay, of Bury, invented the fly-shuttle for handloom weavers

in 1733. Richard Arkwright patented a machine for making mule yarns by means of rollers in 1769, and another patent for carding, drawing, and roving frames in 1775. Samuel Crompton, of Bolton, invented the spinning mule about the year 1780. These improvements revolutionised the weaving industry, even before the introduction of steam power and the factory system. Handloom weaving was the usual method, though water power had come into use.

Trade advanced rapidly, and the town quickly increased in size. Perusal of the Court Leet Records reveals the fact that before the period of these improvements the town possessed a Market Hall where trade was done in cloth and small wares, but no illustration has yet been discovered to indicate its appearance. The contrast between it and the present vast Cotton Exchange would be of extreme interest to Manchester men.

The transit of goods at that time was by means

of pack horses and huge, lumbering waggons: this method was both slow and cumbrous over the bad roads of that day.

About 1700, the expansion of trade and the difficulty of the roads, especially in winter, compelled the manufacturers and merchants to endeavour to improve by some means the methods of transit between Manchester and the port of Liverpool.

[Continued overleaf.]



ONE OF THE BEAUTY SPOTS OF MANCHESTER: A PICTURESQUE SUMMER VIEW IN PLATT FIELDS.

Photograph by Valentine and Sons.

rugs, or Manchester "frizes," should be 36 yards long. In 1569, the Court Leet ordered that there should not be any "rogg or cottons wet in the streets." In 1580, Robert Hitchcock's "Politic Plat" informs us that Rouen was said to be "the chiefest vent" for Welsh and Manchester cottons. From a deed dated Jan. 4, 1609-10, "Stop-port clothe, cotton yerne, or cotton wool, frizes,



The finest collection in London of
Pearls, Pearl Ropes & Pearl Necklaces
 from which to select

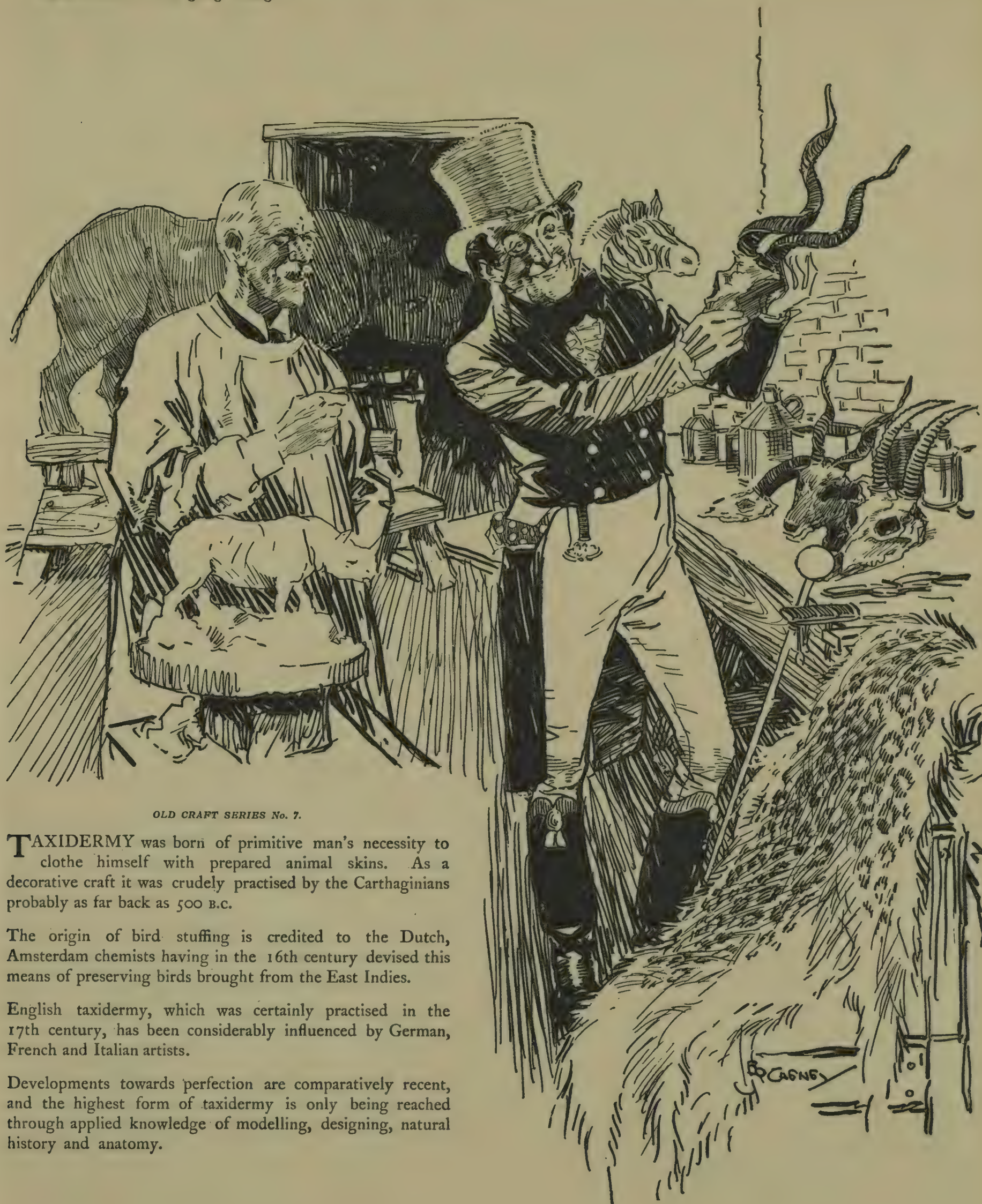
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OLD CRAFT SERIES No. 7.

TAXIDERMY was born of primitive man's necessity to clothe himself with prepared animal skins. As a decorative craft it was crudely practised by the Carthaginians probably as far back as 500 B.C.

The origin of bird stuffing is credited to the Dutch, Amsterdam chemists having in the 16th century devised this means of preserving birds brought from the East Indies.

English taxidermy, which was certainly practised in the 17th century, has been considerably influenced by German, French and Italian artists.

Developments towards perfection are comparatively recent, and the highest form of taxidermy is only being reached through applied knowledge of modelling, designing, natural history and anatomy.

**Pride of Production is the Stimulus of True Craftsmanship
—hence the Superiority of “Johnnie Walker.”**

(Continued.)

Fortunately it occurred to the progressive mind of someone that use might be made of the river, then a mere shallow, brawling stream, by making it navigable by means of locks. For this purpose it was surveyed by a Liverpool engineer named Steers, who reported that the scheme was quite practicable. An Act was obtained in 1720, and the Mersey and Irwell Navigation became an accomplished fact in 1721, when, instead of goods being hauled along miry roads, they were floated to Liverpool by boats of 25 to 40 tons. It was extremely fortunate that this means of transit to and from the nearest port had been inaugurated before the great improvements in weaving machinery had taken place, for these inventions were productive of a considerable increase in trade. About twenty-five years after Kay's fly-shuttle came into use, another method of transport was conceived by Francis, the third Duke of Bridgewater, who, after a quarrel with his fiancée, the Duchess of Hamilton, left society and devoted himself to the development of his coal-mines at Worsley, which are known to have been worked during the sixteenth century. The Mersey and Irwell Navigation scheme had previously interested his father, Scroop Egerton, the first Duke, who, in order to increase the output of his coal mines, induced a small company of Manchester men to obtain an Act for making a waterway by converting the Worsley Brook into a short canal, which would enable coals to be floated from his mines to the Irwell. An Act was obtained in 1737, but for some reason the project was never carried out. After the death of Scroop, Francis, who had succeeded to the title on the death of his elder brother, saw the great economy of water transit, and applied for powers to enable him to construct an artificial canal between Worsley and

Salford. He and his agent began this work of canal-making, but found themselves in serious difficulty when the canal had reached a mile in length. They were advised to consult James Brindley, an engineering genius, whose advice was that the route should be changed, and the canal carried to Manchester. A new Act for this purpose was obtained, and the canal

system opened a new era of cheap transit, and canals began to intersect the whole country. It should also be noted that this canal not only reduced the cost of transit for goods, but a passenger service was also instituted which was of great benefit to those who could not afford to travel by stage-coach. Another fact not generally known is that one of the earliest steam-boats in the world was put to use on this canal; it was of curious construction and propelled by a Newcomen "fire-engine." The Duke, however, found that the wash from its stern-wheel injured the canal banks, so it was discarded for haulage and the engine put to use for pumping purposes before 1799, or four years before William Symington used his steam-boat called the *Charlotte Dundas* on the Firth and Clyde Canal.

The Duke amassed great wealth, became a patron of Art, and the Bridgewater House collection was one of the results. He died in 1803.

These improvements in manufacture and transit so affected trade that Manchester began to grow very rapidly. An industrial era had in fact arrived, bringing increased trade, employment, and cheaper food. Its prosperity was even still further advanced by the construction of the Liverpool and Manchester Railway, opened in 1830. A rail or tram-road system had, however, been instituted by the small rail-

way made for the haulage of coal between Stockton and Darlington in 1825, on which George Stephenson had constructed and put to work his first locomotive. The success of this undertaking induced a number of Liverpool and Manchester men to form a company which should obtain Parliamentary powers for the construction of a public railway between the two towns. George Stephenson was employed to carry out the work; an improved type of locomotive was devised; and the construction of this railway between

(Continued overleaf.)



ON THE GREAT WATERWAY THAT CONNECTS MANCHESTER WITH THE SEA:
A TYPICAL SCENE ON THE MANCHESTER SHIP CANAL.

Photograph by C. J. Symes, F.R.P.S.

was completed in 1761, when the young Duke was only twenty-five years of age. By means of this waterway, the cost of haulage was so reduced that coal which had previously cost from tenpence to fourteenpence per hundredweight was reduced to fourpence.

The Duke afterwards carried his waterway to Liverpool, and thus further reduced the cost of transit for manufactured goods to the port and raw material from it. The success of this artificial waterway

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Civil, Military & Naval Tailors
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By Appointment to H.M. the King of Spain.

CRAFTSMANSHIP.

BY H. DENNIS BRADLEY.

PERSONALITY enters into tailoring more than into any other branch of commerce. For this reason it is necessary, in order to evolve the perfect product, to engage the cream of artistic craftsmen. The finest materials, the best linings, are useless unless the garments are perfectly cut. The whole art of tailoring rests upon design, craftsmanship, and material, each of which must be of the best. That is why the House of Pope and Bradley is now the greatest tailoring firm of its class in the world.

For the last decade 14, Old Bond Street has led men's fashions throughout the world. The extraordinary success of the Manchester branch of this establishment is mainly due to the fact that all the cutters and staff are men who were previously at Old Bond Street. The standard of the two Houses is therefore identical, and St. Ann's Square establishment is run upon precisely the same eminently successful lines as the older House.

Not only are all the garments finely tailored, but the materials, many of which are exclusively designed for this firm, are the finest that Britain can produce. The outcome of this solidity and artistry is the perfect suit. The prices are absurdly modest. Lounge Suits from £9 9s.; Dinner Suits from £14 14s.; Dress Suits from £16 16s.; Overcoats from £7 7s.; Riding Breeches from £4 14s. 6d.



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At grips with life as it is . . . He knows now, as never before, the importance of reserves of energy if he is to battle successfully with the emergency. And to achieve . . . Horlick's combines all the nourishment of pure milk, wheat and malted barley. It builds up brain, nerve and muscle.



Ready in a moment with hot or cold water

At all chemists, in four sizes, 2/-, 3/6, 8/6 and 15/-

The tablets also in flasks, 7½d. and 1/3d.

A liberal sample for trial will be forwarded, post free, for 3d. in stamps.

Served in restaurants and cafés of standing

Horlick's Malted Milk Co., Slough, Bucks

(Continued.)

the manufacturing town and its port brought into being another transport era which eventually became adopted throughout the world. It is interesting to know that Manchester's first railway station, opened in 1830, the parent of all railway stations, still stands almost exactly as it was built nearly a hundred years ago in Liverpool Road, Manchester. In addition to these wonderful aids to commerce, an important factor in engineering progress was the invention by James Nasmyth in 1842 of a new type of steam-hammer which revolutionised the process of forging heavy masses of metal. This occurred in the early days of railway enterprise, at the Bridge-water Foundry, situated exactly at the intersection of two great systems of transport—i.e., the canal and the railway—at Patricroft, near Manchester.

THE SHIP CANAL.

The great modern waterway known as the "Ship Canal" is the direct descendant of that first scheme of 1721 for utilising the carrying power of the Irwell River; instead of boats of twenty-five to fifty tons, there are now ocean-going steamers of over 10,000 tons displacement delivering their cargoes in close proximity to the small canal wharves made by the Duke of Bridgewater and his engineer, James Brindley. Begun in 1887, it was opened for traffic on Jan. 1, 1894, and "formally" by Queen Victoria in the following May.

To complete its absorption of existing water-ways, the Ship Canal Company bought up the Bridgewater Canal Company. The capital expenditure had up to 1914 amounted to nearly seventeen millions.

It is 3½ miles in length, 28 feet deep, with a bottom width of 120 feet; there are five sets of locks between Manchester and Eastham, where it joins the Mersey. The dock estate covers 406½ acres, including a water

area of 120 acres; its largest dock, No. 9, opened in 1905, has an area of 15½ acres, with a capacity for berthing vessels of 13,000 tons. Manchester has, in fact, become one of the great ports in the kingdom. For many years the shareholders had no return for their investments, but the trade of the district in imports and exports has become of such volume that dividends are now paid on original stock.

It may here be worth while to quote a writer in an American daily paper, who says—

The port of New York is to be reconstructed on lines closely following those of Manchester, according to

warehouses enables ships to unload direct on to the goods trains instead of into barges, as at New York."

(*New York Herald*, February 1922.)

This is certainly creditable to the organising and constructive genius of Manchester engineers.

The development of the district during the last 250 years has indeed been phenomenal, if one compares a map of the town in 1650 with one of to-day. From a small mediæval borough, it has in that space of time become a huge manufacturing and commercial centre, a cathedral city, the seat of a university, and is one of the largest of English ports. It possesses

world-renowned libraries and museums; it has produced celebrated men of genius; and its appreciation of music and the arts is well known. It has had not only in the past, but still has, great political influence, and sends thirteen Members to Parliament (including three for Salford). In the Great War, the valour of "The Manchesters" was fully recognised for stubborn grit and tenacity of purpose. Six Manchester soldiers were awarded the Victoria Cross. It is this fundamental tenacity that has made Manchester what it is, and will continue to exert its influence in the future. So long as Manchester can hold its own in trade and manufacture, it must continue to expand and absorb outlying districts. One needs only to look at a modern map to see how the radiating main roads communicating with other towns are being gradually "built up," the inter-spaces lying between one road and another becoming covered with residential streets and works of various kinds, giving

employment to hundreds of thousands.

The absorption of district after district is going on, so that within a twenty-mile radius from the Manchester Exchange the population has been declared as being greater than that in the same area of London.

J. J. PHELPS, M.A. (*Honoris Causa*).



LADEN WITH SACKS OF HOVIS FLOUR, THE PRODUCT OF THE FAMOUS MACCLESFIELD MILLING FIRM, WHO HAVE A GRAIN ELEVATOR ON THE MANCHESTER SHIP CANAL: A FLEET OF HOVIS LORRIES.

The grain elevator of Messrs. Hovis, Ltd., the famous millers and merchants, on the Manchester Ship Canal, is shown in our four-page panorama, its position being indicated by the key-plan thereto on page 827. Besides their head premises at Macclesfield, in Cheshire, Messrs. Hovis have also a big establishment in London—the Imperial Mills in Grosvenor Road, on the Thames-side near Vauxhall Bridge. The grain arrives at the docks from all parts of the world, and on reaching the mills is drawn in through suction-pipes. Then comes the elaborate process of cleaning, which is very necessary, for the wheat comes in a very dirty condition. Suction-pipes are again used to clean away much of the dirt and dust. After that the grain is washed, and passes through numerous other stages of sifting, drying, and so on. Next the germ is extracted, in order to be cooked, as otherwise the bread would not keep. The germ, which thus prepared is mixed with the flour again later, is the reproductive part of the wheat berry, and the most valuable nutritive element in it. Hovis flour contains 75 per cent. of the finest white flour that can be milled, mixed with 25 per cent. of the specially cooked wheat-germ. After the cooked germ has been remixed with the flour, the whole is ground, sifted, and screened. Most of the processes through which the wheat passes are performed automatically by exquisitely clean machinery.

Mr. Murray Hulbert, Commissioner of New York Docks. Mr. Hulbert has been studying the systems adopted in the chief ports of Europe, and believes that Manchester has the most efficient docks in Great Britain. "Manchester Docks are the last word in modern port equipment, mechanical devices, and arrangements for unloading ships," he said. "The system of piers with railway yards and

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Browns of Chester are delighted to send a selection of any garment on approval, and you will be placed under no obligation to purchase.

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Telephone: One Chester.

Telegrams: "Progress, Chester."

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as always,
—the Best—*



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throughout the Country.*

THE WOODROW
new Spring models
are delightful in their
colour tones and as always
are made from only the
finest selected furs.

To wear a Woodrow Hat is to enjoy the best there is—
distinctive style, comfort, easy fit and lasting wear.

The prestige the Woodrow Hat has attained during
100 years has made it the natural choice of well-
dressed men everywhere.

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GLASGOW	-	-	45, GORDON STREET.
DUBLIN	-	-	40, WESTMORELAND STREET.
BELFAST	-	-	8, DONEGAL PLACE.

The Woodrow Hat

THE PRIME NEEDS OF THE COTTON TRADE.

By SIR CHARLES W. MACARA, Bt.

AS many of the readers of *The Illustrated London News* may have but a hazy notion of the great cotton industry of this country, and no notion at all of the post-war problems which perplex those who are engaged in the business of producing textile goods, I will endeavour to explain the present situation and its causes as clearly and briefly as I can.

First of all, I should like to say that the welfare of the cotton trade is not a matter of interest to Lancashire alone, but concerns every man, woman, and child in this country. It will be seen at a glance that, if cotton is our largest manufacturing and exporting industry, it must contribute when prosperous a preponderating share to the revenue of the country; and, when doing badly, as has been the case for several years past, what it fails to contribute will have to be found by others, no matter in what part of the country they may live or what their occupations may be.

The troubles we had before the war appear to us nowadays as having been quite insignificant. We had our periods of bad trade and good trade, and an occasional dispute between employers and operatives; but the slumps were never of very long duration, and our quarrels, with one or two notable exceptions, were composed without a great deal of trouble. With the war came an impoverishment of the whole world, and, as we had built up our trade on an export basis, we were bound to feel the effects more acutely than those countries which manufacture simply for their own home requirements. When the testing came at the end of the boom period in 1920, we found ourselves singularly unprepared. We had,

owing to a stupid and selfish policy at the beginning of the war, estranged the growers of American cotton, the result being that we had to meet a deliberate restriction in the supply of raw material; and, in addition to this, we had no effective organisation to keep the trade in hand at a time of unparalleled slump and disaster.

The difficulties in which we were placed in the

matter of our supplies of cotton were due entirely to the short-sightedness of the trade and of the Government, who refused to take the long view with regard to the crop which was just coming to hand when hostilities began. My own contention was that the surplus we found in hand, as the result of Germany and Austria being out of the market, should have been bought at a fair price and stored; but politicians would not listen to reason, and the majority of Lancashire spinners could not resist the temptation to secure an immediate advantage at the expense of those who produced the raw material. Cotton, which fell from 7½d. to 4d. a pound at this time, was later on bought back for as much as 45d. a pound. Many planters were ruined as a consequence of this recklessness, and the result has been that growers have systematically restricted their acreage ever since, and we have been made to pay dearly for the harsh treatment meted out to the planters in the first year of the war.

At ordinary times England, being dependent for four-fifths of her trade on foreign outlets, finds herself at the mercy of world vicissitudes over which she has no control, but the situation was aggravated tremendously at a time, about four years ago, when prices were tumbling, overseas buyers repudiating or cancelling contracts, and customers abroad were unable to afford the goods which had been bought so extravagantly and in such enormous quantity at the height of the boom period. With no guidance from their own official body, and with no reliable statistics at hand, English spinners began a senseless competition for the greatly reduced business available, and this led, first of all, to a great over-production, with a subsequent slaughter of goods at ruinous prices. Week after week and month after month passed

(Continued overleaf.)



SHOWING THE OFFICES OF THE COMBINED HALL LINE AND ELLERMAN LINES OCCUPYING THE FIRST FLOOR: THE GREAT TOWER BUILDING AT LIVERPOOL.

The Tower Building, an imposing block of offices, is one of the most prominent architectural features of Liverpool. Practically the whole of the first floor is occupied by the combined companies of the Hall Line and the Ellerman Lines, which together possess a fleet of eighty-three vessels. The name of the Hall Line may be noted above the first floor window over the front entrance (on the left in our photograph). At the corner on the right are the names of the Ellerman and Papayanni Lines. Included in the Ellerman group of shipping companies, whose total fleet is 217 ships, are also the City Line (Glasgow), the Ellerman and Bucknall Steamship Company (London), the Westcott and Laurance Line (London), Ellerman's Wilson Line (Hull), and the Wilson and North Eastern Railway boats.

Photograph by Stewart Bale, Liverpool.

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The most popular of dainty fabrics produced in Lancashire and obtainable from leading Drapers and Stores throughout the whole world.



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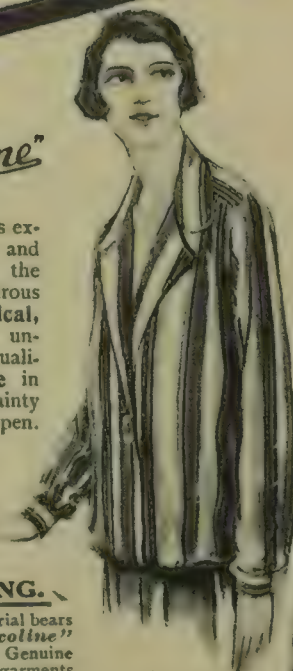
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commands first place in every market because of its unequalled beauty of finish and a uniformity of texture which is the equal of silk. Produced in a wide range of dainty shades and a profusion of striped designs.

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can be obtained by the yard or in garments ready-to-wear from the leading Drapers and Stores all over the World. If any difficulty, please write 23, Tricoline House, 19, Watling Street, London, E.C.4.

"Tricoline"

for Ladies' Frocks, Blouses, Sports Wear, Underwear, etc. Children's Dresses, Rompers and Underwear. Men's Shirts, Pyjamas and Soft Collars.



The Manufacturers of "*Tricoline*" call the special attention of readers of *The Illustrated London News* to a few of their other well-known materials, such as "*Mitilese*"—an Artificial Silk Dress Fabric of unrivalled merit; "*Beadora*"—the novelty Voile; "*Tuffo Cord*"—for Shirtings, etc. These fabrics can be obtained by the yard or in garments ready-to-wear.

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New Ships



Modern
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Fastest Service



Moderate Rates

Cunard Transatlantic services from LIVERPOOL for the season are greater than any post-war year. The vessels engaged include not only the fastest sailing out of the Mersey, but nine of the largest and newest liners crossing the Atlantic. They comprise the palatial "FRANCONIA," "CARINTHIA," "SCYTHIA," "SAMARIA," and "LACONIA," maintaining, in conjunction with the famous sister ships, "CARONIA" and "CARMANIA," regular sailings every Saturday to NEW YORK, and to BOSTON every alternate Thursday, both services being via Queenstown.

In the regular weekly service to CANADA (QUEBEC and MONTREAL) are the magnificent cabin and third-class steamers "AURANIA," "ALAUNIA" (calling at Belfast), "ATHENIA" and "LETITIA."

This grand fleet represents a total tonnage of over 195,000, and provides a comprehensive range of unrivalled accommodation at moderate rates.

All the new and wonderful developments of shipbuilding science are incorporated in their design. Their improvements belong as much to one class as another, and no matter whether your choice be First, Cabin, Second, or Third Class, you will find that

Your trip to the States or Canada is only half the pleasure, the other half is travelling in a Cunarder.

Cunard Line

Continued.]

in this scramble for orders, with losses mounting on a colossal scale, and not a sign from those who were supposed to be watching over the interests of the industry.

At last, when it was computed that Lancashire mills were losing money at the rate of something like a million pounds a week, an Emergency Committee was formed, over which I was asked to preside, and endeavours were made to get the whole trade controlled compulsorily, as was the case under the Cotton Control Board established during the latter part of the war. Other prime objects of this committee, known as the Provisional Emergency Cotton Committee, were the collection from the whole trade of statistics of production, consumption, and stocks, in order that the industry might preserve the balance between supply and demand, and also the quickening of efforts to grow larger and cheaper supplies of cotton in countries other than America.

to produce under cost and distribute their capital throughout the world. So far, the Provisional Emergency Committee have not actually carried their points, owing to petty jealousies on the one hand, and a wrong-headed objection to "interference with individual liberty," on the other; but there is no doubt that the movement continues to gain ground, and will in the end be successful.

A factor which has had the effect of greatly popularising control has been the setting up of a Short-Time Committee by the Federation of Master Cotton Spinners' Associations, in response to pressure for action by members and supporters of the Provisional Emergency Cotton Committee. The recommendations

of this Short-Time Committee have undoubtedly been useful, and the trade has begun to ask itself whether it would not be better still if it went the whole way and adopted control in its entirety.

Meanwhile, a striking lead has come from other cotton-manufacturing countries in this matter of control. While England has discussed and toyed with the subject, employers in other countries, seeing at a glance the possibilities of the scheme propounded by the Provisional Emergency Committee, put the proposals into operation with all speed. Some time ago I received a letter from M. le Comte de Hempinne, head of the Belgian Cotton-Spinning Association, saying how deeply he was impressed by the Provisional Emergency Cotton Com-

mittee's proposals for dealing with the grave crisis in the English cotton industry, and adding that he himself had succeeded in establishing, with complete

success, control in the Belgian cotton-spinning industry on the same lines. The American Southern Yarn Spinners' Association has followed our suggestions, with the happiest results. In the annual



IN THE HEART OF MODERN MANCHESTER: A TYPICAL SCENE IN CROSS STREET, SHOWING THE OVERHEAD TRAMWAYS.

Photograph by Valentine and Sons.

With full and reliable statistics to work upon, it would be a comparatively easy matter to regulate output and arrange matters so that mills would cease



A POPULAR SHOPPING CENTRE: MARKET STREET, MANCHESTER.

Photograph by Valentine and Sons.

report just to hand it is stated that the Association started some time ago to collect statistics of production, sales, and shipments, and these had proved a "true barometer of business conditions." They were set forth in a bulletin each week, which served to keep the spinner posted on market conditions.

There has been much talk of late of Japan's prosperity, and it now transpires that much, if not all, of the success which the Japan cotton industry is meeting is due to a control system they saw fit to adopt some time ago. The system is said to be more elaborate than any proposed in Lancashire, and has to do not only with the producing of cotton goods, but also the buying of cotton and the shipping of the raw material from other countries. It is an up-to-date business organisation, controlled and in the hands of the smartest business men in Japan, who, profiting by Lancashire's failures, have seen the advantage of collective working instead of trading as individual

[Continued overleaf.]

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350 ROOMS
(160 sea view bedrooms).

HYDRO FARM (of 200 Acres.)

DINING ROOM to accommodate 600 at separate tables.

LARGE BALLROOM
(spring floor).

BILLIARD ROOM (three tables).

22 TENNIS COURTS.

GOLF COURSE (18 holes in own grounds).

Three "Norbrec" Hard Courts

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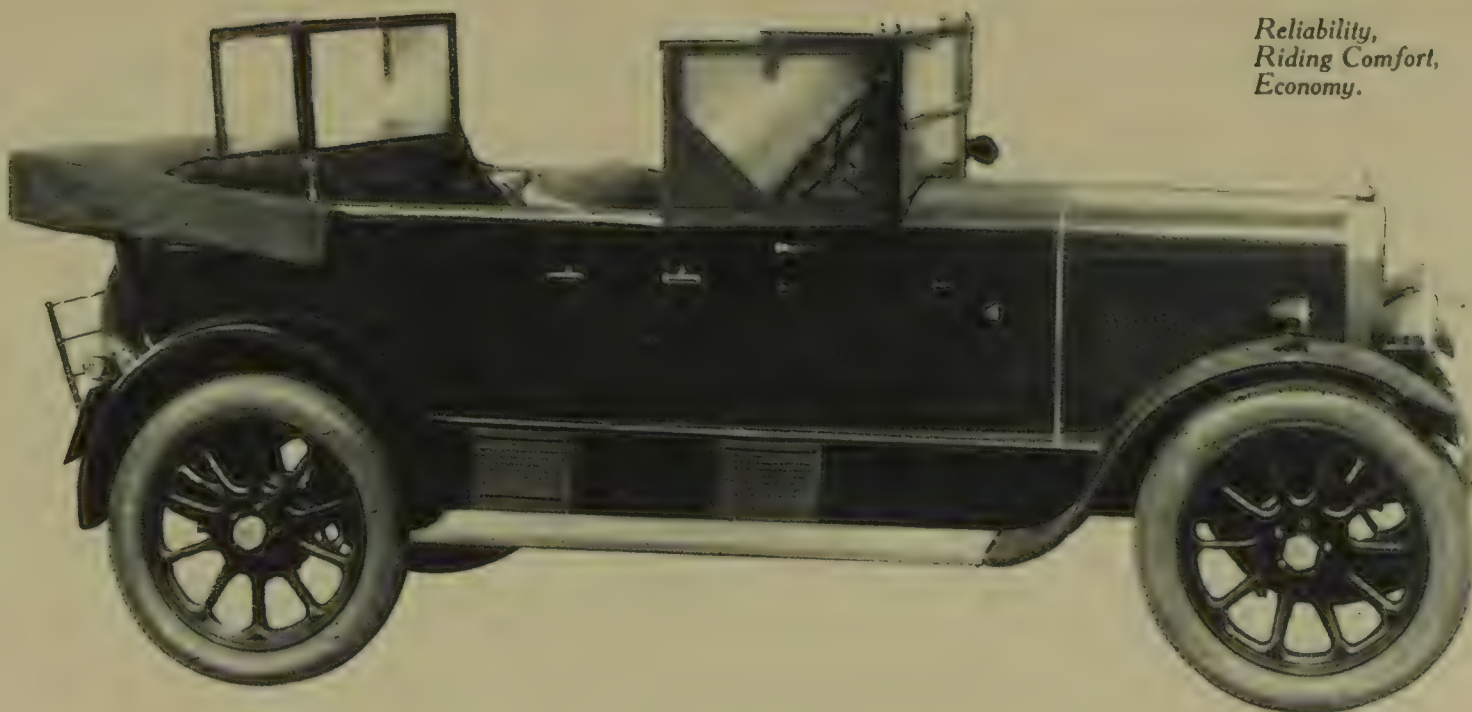
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NIGHTLY.

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GARAGE 100 CARS.

HALF-MILE SEA FRONT
(PROMENADE in own grounds).

ALL ABOVE SPORTS AND ENTERTAINMENTS INCLUDED IN TARIFF, except small charge for Billiards and Golf.



*Reliability,
Riding Comfort,
Economy.*

The New British *Overland* 13.9



Showing accessibility of tool kit, behind squab of front seat.

A CLOSE inspection of the new Overland 13.9 emphasizes its extraordinary value. The many special features designed to ensure comfortable and care-free motoring are a revelation. This new Overland can best be described as a decided advance on anything else in its class.

The new English-made engine and gear box make the power unit a feature in itself. The 13.9 engine has ample power and quite exceptional flexibility. Its economy is marked. Gear changing, when necessary, is simple and easy.

The 136 in. spring-base given by the Triplex system of suspension gives wonderful riding comfort over any kind of road. Balloon tyres are standard. The easy riding of the Overland 13.9 must be experienced to be believed.

The body is luxuriously comfortable, with clean lines and fine finish. Equipment is complete in every detail.

Note the following :

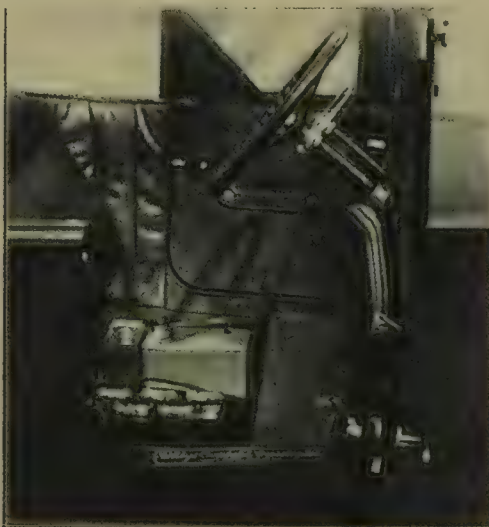
- | | |
|--|-------------------------|
| Forced lubrication | Clock. |
| 136 in. springbase. | Speedometer. |
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| Rear screen. | Windscreen wiper. |
| Four doors. | Luggage carrier. |
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| Removable upholstery. | Spare wheel and tyre. |
| Swivelling headlights. (See Illustration.) | |

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Petrol and oil are stored in a convenient receptacle underneath front seat, out of the way, but immediately accessible. Note also, accessibility of accumulators.



Swivelling headlights are another Overland feature. They can be fixed in any position at a moment's notice.

(Continued).

units. These are but three of the cases where control has been adopted, and it is very galling to find other countries taking up one's suggestions and very greatly benefiting by them, while one's own country is so lax in putting into operation a scheme which would undoubtedly be the salvation of its cotton industry.

Recently I have been criticised for having made a statement that the losses in the cotton trade during the past four years had amounted to £200,000,000; and I have been told that there was less of accuracy in the estimate than of a desire to hustle the industry into the system of control for which the Provisional Emergency Cotton Committee stands. All I have to say is that the matter can easily be resolved by a little sum in arithmetic. Taking an average-sized mill spinning American yarns, the normal output will be about 50,000 pounds weight per week, and if most of the mills in the Oldham district have, for the greater part of four years, lost threepence a pound on their production, it will be seen that, if this loss is added to that sustained by manufacturers of cloths, there is no exaggeration in the statement I have made. It does not take long to run into hundreds of millions if the section of the trade using American cotton, which represents two-thirds of the whole, has been running for four years at a weekly loss, say, of £500 to £750 per mill.

But it is patent to all that we require something more than the better organisation of our system of mill working and salesmanship if we are to place the cotton trade of this country on a sound and prosperous basis. We require above everything a better and cheaper supply of the raw material. At present

we are at the mercy of a system which at times makes it almost impossible to market the great bulk of our production in those countries in the East whose populations are the poorest in the world. A full three-quarters of our output of yarn and cloth goes abroad largely to

they expend in clothing, and, so long as Europe remains in an unsettled condition, so long will their purchasing powers be restricted.

It will be seen, then, how important it is that England should get cheap cotton, but this we cannot expect to have so long as we have practically but one supply of that type of cotton from which the clothing for the millions of the East is made. It matters little whether the American crop is a large or a small one, apparently, for prices are now kept up artificially, whatever happens. Although we had, last season, the biggest crop for many years, the price is still more than double that of the pre-war period, while for years past we have suffered much more from gambling than from famine conditions. Last year, when medium quality American cotton was run up to over eighteenpence a pound, a well-known New York commercial journal made the admission that quite 50 per cent. of the rise was due to gambling, and that the grower of the raw material had had but a small share in the enhanced prices.

In conditions such as these, it behoves us to do all we can to establish new cotton fields in every favourable spot inside and outside the Empire, and to get into a less dependent and invidious position than we occupy at the present time. It is indeed vital, locally and nationally, that we should push on with all speed each and all our cotton-growing schemes, for in that direction

lies our hope of putting our mills on full time again and keeping our Far Eastern markets intact. We have nothing to fear from any country in the matter of spinning, manufacturing, and finishing cotton goods; we have the best of workpeople and an ideal climate for the purpose of producing textile

(Continued overleaf.)

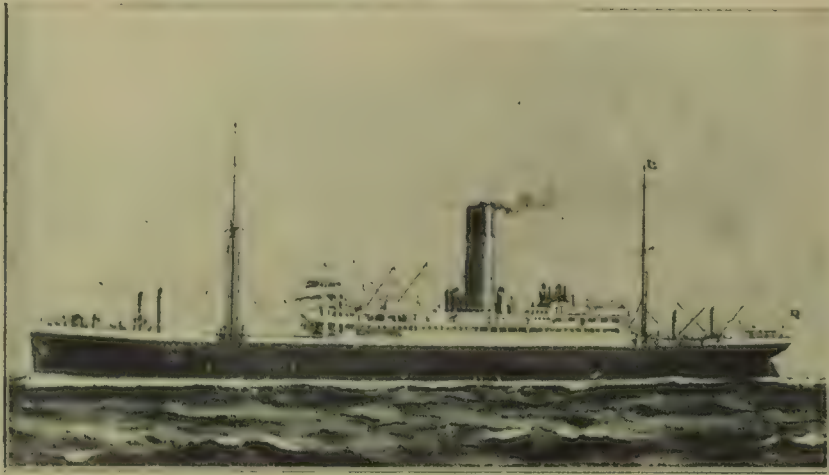


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such countries as India, China, and Japan, which, if not affected so directly as other parts of the world by the ravages of the war, are indirectly very seriously hit by the present unsettlement in Europe. The people of these countries have to rely on the export of their cotton, tea, and other commodities to raise the money

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To		To	
South Africa and Australia		The Straits and China	
May 30— T.S.S. "ULYSSES"	14,626	May 23— T.S.S. "PATROCLUS"	11,316
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Thos. Armstrong & Bro. Ltd., hold a proud position as Opticians. This year the firm celebrates its Centenary. For 100 years they have given splendid service to Lancashire folk by helping them to safeguard their eyes.

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Manchester products that have graced the world of fashion for more than half a century

J.B. Masterfront CORSETS



The J.B. COMBINAIRE, illustrated on the left, has become exceedingly popular because it combines in one garment the functions of a brassiere, a corset, and a suspender belt in the most attractive way. The figure is kept in trim, straight, graceful lines, and the frock drapes smartly to the very last moment. Made in fancy Pink Broche material, and is fitted with four suspenders, fastening at side with super hooks and eyes. Bust measurement, 32 to 46 ins. Price per pair 13/11

Model 1500

The model No. 1500, illustrated on the right, is double front-laced and gives an exquisite effect below the waist at the back, so necessary for the new model gowns. The closed back gives a fascinating figure contour and prevents the unsightly broad appearance across the lower back. It is made in White Coutil or Pink Broche. Sizes 22 to 30 in. 15/11.



Model 1114



The J.B. new Figure Reducing Corsets, faced with beautiful Pink Silk Milanese on both sides are perfectly hygienic; they are extremely comfortable; they are sure but not drastic in their reducing action. Beautiful in appearance, they add to the fascination of the gowns under which they are worn. Prices, Silk covered, 42/-; Cotton covered, 35/-.

Model 1114 was specially designed for women who require extra abdominal support. All the advantages of the modern corset styles are retained with unrestricted comfort every day of wear. The inner organs are supported in a natural position, and a delightful feeling of comfortable security is obtained.

Sizes: 22 to 30 ins. Per pair, 15/11; 31 to 36 ins. Per pair, 16/11.

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Over 50 years ago James S. Blair formulated the policy that corsets bearing the J.B. trade mark shall always represent the utmost value in corsets of quality and distinction. Strict adherence to this policy throughout the passing years has made the name "J.B." famous wherever corsets are worn.

HERE are shown some of the latest J.B. models. In the wide range are styles for every type of figure and every occasion. J.B. Corsets embody the exclusive Masterfront feature which enhances the comfort and convenience of these garments, and gives them distinction. Ask to see them.

J.B. Masterfront Corsets impart delightful comfort, and you will look and feel your best in them. The Masterfront Construction is a patented feature, and can only be obtained in "J.B." Corsets. It strengthens the busk and fasteners so that they cannot burst through the fabric.

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Masterfront Corsets

For reduction wear the J.B. figure reducer, which supports the figure healthfully and moulds to the fashion lines of youthful slimness. It reduces safely because it is faced with beautiful silk Milanese on both sides, and no rubber touches the skin.

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(Continued.)

goods, and all we require is that we should get our raw material in plenty and at a reasonable price.

The following data concerning countries which are so frequently mentioned as competitors will perhaps be useful as showing that the spindles in these countries are likely to be kept busy with their own countries' demands, and that they are totally inadequate for their own needs; and, further, that the possibility of export on a severely competing basis either of cost or quantity is unlikely, excepting, probably, in low-quality yarns and cloths—

COUNTRY.	POPULATION.	SPINDLES.
India - - - -	319,000,000	7,928,000
Japan and Dependencies - -	75,000,000	4,825,000
Italy - - - -	38,500,000	4,570,000
China - - - -	448,000,000	3,300,000

Compared with		
Great Britain - - -	47,000,000	56,750,000

Previous scares have concerned the competition of India, Japan, China, and Holland, but this time it is Italy. It would almost seem that it is possible to get a production per spindle hour in Italy greater than in this country, judging from the alleged volume of competition, but the figures do not seem to prove it. In 1909-13 Italy imported an average of 184,100 tons, and for eleven months in 1924, 186,372 tons. In 1911-13 production of spun goods was 166,500 tons, and in 1922-24 170,000 tons; and in 1911-13 the production of manufactured goods was 155,000 tons, against 157,000 in 1922-24.

But, with all the disadvantages we have to contend against, one cannot, in taking a world survey, be anything but hopeful of the future of the cotton trade of Lancashire. For one thing, the tendencies are all towards a shortage of goods rather than an over-supply. For instance, we have to remember that before the war the world's machinery for cotton production was increasing at the rate of four million spindles a year, and even that increase was not sufficient to keep pace with the continually expanding demand for cotton goods. In the ten years since the war started, it is doubtful whether we have added a single spindle to the total of 1913, if we remember how many spindles have been put out of action, either by wanton destructiveness or sheer neglect.

Other influences have been at work also, which have prevented output from expanding. Before the war, mills in this country worked 55½ hours per week, whereas now they do but 48, and many other cotton-manufacturing countries have followed our lead.

Mr. Tout stated recently that the working hours in seventeen European countries had been reduced to 48 per week. India varies her working week from 66 to 60 hours, and Japan now works 77 hours.

So we have this situation—that, while we have reduced our hours of working without increasing our machinery, the populations of the world, notwithstanding the war, have kept on growing; so that one is surely justified in the assumption that sooner or later the demand will come, and come, probably, on a scale for which we shall be not too well prepared.

But until this time comes we must take steps to keep our businesses on sound lines. This cannot be done by a policy of keeping supply ahead of demand, for that way ruin lies. Many appeals have been made—not all of which, one fears, are disinterested—that spinners should throw discretion to the winds and put the whole of their mills on full time. This, they say, would lower costs of production and give a stimulus to trade. This, under present conditions, is so much nonsense. The spinning trade has systematically over-produced for the past four years, with the most disastrous results, and to produce still more when the demand is not there is to court complete destruction.

The trade, indeed, has gone to the very limit of sacrifice, and must now await the pleasure of the buyer, come he early or late. Spinners will be only too delighted to go on full time when sufficient orders are forthcoming; until then they must severely restrict output and keep intact what is left of their capital.

Professor W. L. Bragg, who holds the Longworthy Chair of Physics at the Victoria University of Manchester, was invited to lecture at the Royal Institution in London, on May 1, on the Crystalline Structure of Inorganic Salts. Professor Bragg is a son of Sir William Bragg, the famous physicist, and was associated with his father in the Nobel Prize of 1915. His lecture is one of a new and interesting series arranged by the Royal Institution for the forthcoming season. On May 9 and 16 Mr. E. L. Bickersteth is to discourse on Byron and Italian Literature. Later lectures arranged include one on Prehistoric Trade and Traders of the West Coast of Europe, by Professor H. J. Fleure, a paper by Sir Henry Newbolt on Scenery in the Pastoral Poets, and a set of three lectures by the Rev. E. M. Walker on Democracy in the Ancient World. The Royal Institution (21, Albemarle Street) has issued a leaflet giving the full programme of lectures up to June 6.

PERSONAL PORTRAITS.—CLEMENCE DANE.

(Continued from Page 798.)

loves to draw. She proved her ability beyond a shadow of doubt by borrowing my pencils and executing caricatures of herself and of me that easily robbed me of the artistic honours of our meeting. Following her early career in this field, she turned for a time to the stage, but later found her best *métier* in writing, which she says she really hates. She lives a simple life in the country, is fond of gardening, goes about but little socially, retiring to bed at an early hour nearly every night.

Dickens has been her favourite novelist from childhood; and Shakespeare and Jane Austen she has read so constantly that each line is familiar, failing any more to yield surprise. Joseph Conrad she loves, and was interested in having some personal account of him from me. Kipling she regards as the greatest English writer in a century: when other big figures of this time recede into greyness, he will, she thinks, stand forth in the full light. Mark Twain stands high in her esteem, too, and she quoted my old favourites, "Tom Sawyer" and "Huckleberry Finn," in a way that put my memory to shame. As a mental relaxation she allows herself a kind of literary slumming in the form of detective stories, and thrillers of the American Wild West.

"I really prefer the worst ones of this class," she said, "to the merely bad ones, like—" and she named one of the most incorrigible writers of best-sellers.

Several of our common acquaintances came up for a bit of discussion. She spoke of the sweetness of character of May Sinclair. "She can talk with the most stupid of faddists, enrich their commonplaces from her own fine mind, and then, in all sincerity, rush about and tell what a wise person she has found!"

Of Catherine Countess of Cromer she had an amusing tale to tell. At a small evening party experiments with a "Ouija" board were being tried. "The thing worked entirely too well, in that a great deal of its volubility was shockingly profane. It cursed frightfully. I was quite embarrassed, and still feel that Lady Cromer suspects me!"

I said that I was likely to share her experience in a measure, as I was engaged to go to a theatre with the same lady, and had heard, in the meantime, that in certain passages the play was quite *risqué*. Miss Dane seemed pleased when I told her of the pleasure I had had from her excellent play, "Will Shakespeare." She was interested in hearing some details of its production in America, and later I received from her a copy of it in book form with her autograph.

WALTER TITTLE.

A GREAT MANCHESTER FIRM OF WHOLESALE MERCHANTS: "BANKERS OF GOODS."

THE services rendered to the community by the great wholesale houses are hardly realised by those who do not understand the working of the commercial machine and the vast organisation necessary for the distribution of goods. It is sometimes suggested that there are too many middlemen between the producer and the consumer, making intermediate profits that tend to increase prices. As a matter of fact, the exact opposite is generally true.

The cost of commodities to the public is reduced through the agency of wholesale merchants such as the great firm of S. and J. Watts and Co., of Manchester, who deal primarily in textile goods and general drapery, and more or less in everything except food stuffs and building materials. If the retailer could only obtain goods direct from the manufacturers, he would get them in small quantities, at a far higher price than he pays to the wholesale merchant, and the price to the public would correspondingly increase. This is where the wholesale merchant comes in. By ordering from manufacturers in large quantities, he gets the goods much cheaper, and sells them again to the retailer at a relatively fractional profit. Thus his intervention reduces the price to the public.

The character of the business transacted by S. and J. Watts and Co. was well summed up on one occasion by the Minister of Commerce from Peking, who was being shown over the buildings. When the nature of their operations was explained to him, he replied: "I quite understand; you are bankers of goods"—a clever definition which aptly expresses the service of the merchant to the community.

Messrs. S. and J. Watts and Co. have been performing this service for over 120 years, and their business, which is constantly growing, has now reached huge proportions. Their premises, whose total floor-space covers many acres, comprise three great warehouse blocks with over thirty separate departments, each under a manager in touch with manufacturers both at

home and abroad. There is also an immense basement for packing and receiving merchandise, and a separate export department. Numerous lifts and conveyors are in constant use for taking visitors rapidly to all parts of the building. It is not unusual for the firm to receive over 1000 orders by the first post, and each order may be for goods from various departments. All these orders are dealt with on the same day. The warehouse employees alone number about 1400. Besides the indoor staff, the firm has nearly 150

by Mr. John Watts, of Burnage, born in 1760, who was manufacturing gingham cloth there in 1798. His sons, John, Samuel, and James Watts, gradually evolved the present wholesale business, beginning in Cannon Street, Manchester; and moving successively to Brown Street, Fountain Street, and finally Portland Street. James Watts, who was born in 1804, became High Sheriff of Lancashire and Mayor of Manchester, and was knighted by Queen Victoria in 1857, when she opened the Art Treasure Exhibition.

He also entertained Prince Albert.

This generation was followed by James Watts (born in 1845 and still the senior partner) and Edward Watts, sons of James and Samuel respectively. The firm is now managed by James Watts (the third of the name, born in 1878) and Lieutenant-Colonel Humphry Watts, born in 1885, grandsons of the late Sir James Watts; and by the fourth James Watts, who was born in 1903. During the last quarter of a century the business has increased to three times what it was in 1901, when the third James Watts began work.

The close personal relations between the family and the staff produce a fine spirit of loyalty which is a great source of strength to the firm. Many members of the staff have been with them for forty years, and some for fifty or more. No one is appointed to an important post who has not been brought up in the House.

The war record of the staff was magnificent. Over 700 men answered the call, and of these 84 made the supreme sacrifice. The distinctions gained included the first D.C.M. won in the Manchester Service Battalions and many others, besides numerous commissions and promotions. Three of the partners—Colonel H. Watts, O.B.E., T.D.; Lieutenant H. L. Watts; and Private M. B. Watts (Croix de Guerre)—also served in France and elsewhere throughout the war. Those who fell are commemorated by a memorial tablet at the entrance of the main building.



AS IT WAS SEVENTY YEARS AGO: MESSRS. WATTS'S WAREHOUSE—
FROM "THE ILLUSTRATED LONDON NEWS" OF DECEMBER 6, 1856.

outside representatives—"ambassadors of commerce," who travel throughout the British Isles and in many other countries, including Belgium, Holland, Denmark, Norway, Sweden, Canada, the West Indies, South Africa, and New Zealand. There are few parts of the world in which Messrs. S. and J. Watts and Co. are not either buying or selling. They are also themselves manufacturers of shirts and clothing for men and youths, and their factory, which is at Crewe, is being doubled in capacity.

The firm, which has always been a family affair and intends to maintain that tradition, was founded

*The New Studebaker "Big-Six"
Coachbuilt Saloon £765.*



See the Studebaker first!

You can pay more—but you cannot buy a better car.

In the new Studebaker "Big-Six" 4-door Coach-built Saloon is incorporated the finest design, materials and workmanship, and nothing has been omitted to make it as good and as comfortable a car as can be built. Its graceful coachwork, handsome radiator, massive mudguards, and even the large size balloon tyres—all are in perfect harmony.

Luxurious roominess and sufficient weight to provide great strength are possible in this car, because the chassis and the engine are especially designed for a seven-seated closed body. There is a surplus of power to meet every demand. It is upholstered in finest velour. The doors are trimmed in walnut-finished panels which match the instrument board and steering wheel. The equipment is complete with many new and

unusual features. The appointments include a vanity case and smoking set, opalescent corner lights and dome light. The interior metal parts are finished in oxidised silver. The whole effect is strikingly impressive.

The mechanical features are also of outstanding merit; a silent vibrationless 6-cylinder engine of great flexibility and power, capable of a speed of 2 to over 70 miles per hour on top gear—hydraulic 4-wheel brakes of Studebaker design that establish a new standard of motoring safety.

Its low price is due to large production and to the fact that only one manufacturing profit is included in the price, because the body and all vital parts of the chassis are made in Studebaker factories.

But to appreciate this car you must see it—drive it. Then—and only then—will you realise its phenomenal value.

Before buying a new car see what Studebaker have to offer—investigation may save you hundreds of pounds.



STUDEBAKER
"Standard-Six"
Touring Saloon
£395

Coach-built Saloon

£520



STUDEBAKER
"Special-Six"
Touring Saloon
£495

Coach-built Saloon

£640



STUDEBAKER
"Big-Six"
Touring Saloon

£575

Coach-built Saloon

£765

The New STUDEBAKER WITH HYDRAULIC FOUR-WHEEL BRAKES

Illustrated Catalogue on request.

STUDEBAKER, LTD.,

Pound Lane, Willesden, London, N.W.10

Managing Director: EUSTACE H. WATSON.

London Showrooms: 117-123 Great Portland Street, W.1

We can arrange for your old car to be taken in part payment for any new Studebaker model.

Deferred payments arranged on the basis of 4 per cent. on the list price.

Fashions and Fancies.

Flowered Frocks for Ascot. If the Weather Clerk is kind and the sun shines brilliantly on the Royal Enclosure this year,

its rays will call into bloom a brilliant garden of flower-frocks. For the dress-designers have created for the races airy frocks in printed chiffons, gay with sprays of every flower imaginable, some patterned with demure Victorian sprigs, and others splashed with riotous poppies and full-blown roses. The frocks themselves are simple affairs with graceful, fluted draperies, and the only decorations are clusters of flowers. One study in corn-coloured chiffon, painted with poppies, is completed with a huge velvet poppy attached to the wrist; another has posed on the shoulder a spray of clematis shaded from mauve to crimson; and a third, by way of contrast, has a long twine of cherries swinging from the shoulder.

Bathing Frocks and Accessories. Scarcely less decorative than the

frocks and wraps created for the races are the bathing dresses destined for the fashionable *plages* this summer. At Marshall and Snelgrove's, Oxford Street, W., may be seen many striking models, of which two are pictured on pages 866 and 868. On the first, for instance, is a complete four-piece outfit carried out in leaf-green taffeta, adorned with frills as many-coloured as a rainbow. Another picturesque affair is carried out in printed shantung, with fluttering ribbon streamers springing from the shoulders and caught at the waist. For those who really contemplate entering the water is designed the practical and effective "swimmer" pictured on page 868. It is of emerald wool stockinette, panelled with bright Bulgarian embroidery, ending in

a tassel. The price is 29s. 6d.; and there are others in wool stockinette, boasting embroidered *motifs*, available for 21s. 9d.

Knitted Suits and Jumpers. Knitted fashions have assumed a special importance this season, and nowhere can more

costs 5½ guineas. An illustrated brochure giving full particulars will be sent gratis and post-free on request to all readers of this paper.

Pearls within the Reach of All. Since the days of Cleopatra, women of every nationality have longed to possess pearls. And though for many centuries only a fortunate few could realise this dream, to-day it is a universal reality, for the lustrous *Cirol* pearls, in every way flawless reproductions of the deep-sea gem, lie within everyone's reach. Though the *Cirol* headquarters are at 178, Regent Street, W., there are many branches in the British Isles, and pictured here is the interior of the luxurious salon at Manchester. There may be studied the lovely ropes, earrings, and brooches of *Cirol* pearls, which, though of little price, are of great beauty.

The Virtues of Tricoline. Lancashire, long famous for cotton

fabrics, has achieved yet another triumph in the production of Tricoline, a material with a silk-like texture and permanently lustrous surface. Obtainable in a wide range of artistic designs and colourings, it is excellent for frocks and blouses, underwear, and clothes for little people, for it will wash and wear splendidly, despite the hardest usage. Tricoline may be obtained by the yard, or made up into frocks and blouses, etc., at all stores and outfitters of prestige. Should any difficulty be experienced, however,

application should be made to Tricoline House, 19, Watling Street, E.C.

Novelty of the Week.

Practical tennis frocks of spun silk, embroidered, and pleated to allow complete freedom of movement, can be obtained for 14s. 9d. On application to this paper, I shall be pleased to state where they may be obtained.



A fitting background for the beautiful *Cirol* pearls is this luxurious salon at 14, St. Anne's Square, Manchester. The London headquarters are at 178, Regent Street, W.

fascinating models be found than at Debenham and Freebody's, Wigmore Street, W. There are jumpers, sports suits, and elaborate three-piece creations for all occasions. Pictured on page 866 is an attractive jumper of white rayon bouclette, bordered with rayon, in artistic colourings. A polo sweater carried out in wool and rayon can be obtained for 42s.; and a tailored coat and skirt of the same fabric, effectively embroidered,

THE HOUSE OF COCKILL.

FOR generations the name of Cockill has been closely identified in England with the leather trade, the family having been engaged in leather manufacture since the eighteenth century. The cumulative knowledge gained from actual experience has been handed down from father to

son. It may safely be said that for the transmission of power by belting, there is no belt so satisfactory or so efficient as a good leather belt. Unfortunately, being a natural product, leather has some disadvantages—the principal one being that it stretches when put to work. Over twenty years ago, it occurred to Mr. Harry Cockill that it might be possible to make a belt that would be practically stretchless, resulting in a more efficient transmission of power. Long and careful experiments were made. It was found that the "stretch" could not be taken out by merely stretching the belt—its elasticity was too great. Ultimately, it was found that it was only by a rigid process of elimination that satisfactory results could be obtained.

Briefly, the method of manufacture for the making of Cockill's Stretchless Belting consists in selecting only the finest hides and in the special process of tanning. Then only a small proportion of each hide is used, as experience has taught that the inclusion of any portion except this selected part tends to give increased "stretch."

The process of currying is also a highly specialised one. Only pure Curriers' Dubbin is used, and the hides are all hand-dressed—a slow, laborious process, which takes months. Afterwards, the hides go through a special "stretching" process, and the net result is a belt which is practically "stretchless."

Cockill's Stretchless Belting costs slightly more than ordinary belting, but by its much greater efficiency and by its longer life—which has been found to be as high as 50 per cent. greater than other belts—it is actually the cheapest belt that can be employed. The manufacture of "Stretchless" and other well-known

brands of belting is carried out at the Cleckheaton Works.

In addition to belting of all grades, Messrs. Cockill are the oldest and largest makers of Condenser Rubber Leathers, which are known all over the world for their high standard of quality. Pickers, buffers, and all other leather accessories for looms form part of the firm's output, the Heckmondwike Works being specially equipped for the manufacture of these goods.

Although essentially a Yorkshire concern, it was deemed advisable many years ago to establish the Head Office in Manchester, and it is here that the whole of the commercial side of the business is conducted.

The activities of the firm extend to practically every country in the world, and Cockill's Belting has done much to give a lead to British



THE HEAD WORKS AT CLECKHEATON.

son from generation to generation, and the present proprietors of the business, Messrs. Harry and Ernest Cockill, may confidently claim to possess a wide and unique knowledge of leather and leather products.

The House of Cockill has always been closely associated with the production of the highest grade leather belting and leather accessories used in the textile trade, and it is largely due to this firm that the manufacture of leather belting has reached the high standard of quality that is now recognised. The evolution of a stretchless leather belt for the driving of machinery is undoubtedly their finest achievement.



THE HECKMONDWIKE WORKS.

products wherever belting is used for the driving of machinery.

Space will not allow of a detailed list of the firm's products, but users of belting or of textile machinery accessories should write for detailed catalogue to the address given below.

HENRY F. COCKILL AND SONS, LTD., 14a, Blackfriars Street (P.O. Box 376), MANCHESTER.

THE MATERIAL THAT MADE FAST MOTORING POSSIBLE : FERODO AND ITS INVENTOR.

MANY inventors have failed to benefit by their own discoveries, and some have had the mortification of seeing them filched and exploited by others. Mr. Herbert Frood, who invented the now world-famous Ferodo, the first special brake-lining material, is among the happy few who have been able to develop their ideas themselves, and he has lived to profit by the product of his own genius. How many of the thousands of motorists of to-day realise the debt they owe to him? Some of them, perhaps, hardly understand what the result would be if their brakes were not shod with a material able to resist heat and wear. The fact is that, but for Mr. Frood's invention, motor-car design might not have reached its present standard, since capacity for speed would be of little use if a car could not be stopped within a short distance, as is made possible by Ferodo.

To the patience and persistence of Mr. Frood is due the efficiency of two important details in a modern car—the brakes and the clutch. Though his invention is so celebrated, however, he himself avoids the limelight. Of a retiring disposition, he does not seek to shine among other leaders of the motor industry; but prefers to spend his time in the picturesque bungalow where he has his private office, near the Ferodo Works, among the Derbyshire hills. There, in un-

This fabric with a cotton basis, which Mr. Frood made for slow-moving, horse-drawn vehicles, was not, however, equally serviceable for the faster motor-cars, which were beginning to appear in greater numbers.



WHERE MR. HERBERT FROOD MADE HIS EARLY EXPERIMENTS: HIS ORIGINAL HUT AND WATER-MILL, RE-ERECTED AT THE FERODO WORKS AS A SOUVENIR.

Fresh improvements in his material became imperative. He began to experiment for motoring purposes, over twenty-five years ago, with a belt-driven Benz, fitted

Thus he produced the Ferodo friction lining as known in an improved form to-day.

Asbestos, it may be noted, though a fibrous material, does not lend itself to spinning, but Mr. Frood succeeded in spinning it on flexible wires, and weaving it like his original fabric. Ferodo is spun from white asbestos containing strands of brass wire, and is tightly woven into lengths of varying thickness and width. Next, the material is immersed in a bonding liquid whose composition is a trade secret, and is then subjected to heat and pressure—a process which Mr. Frood found to be a great improvement and for which he holds the only die-pressing patents. The effect is that the material does not spread under any pressure to which it is subjected in a car.

The testing plant is an interesting feature of the present Ferodo Works. It includes a drum which, rotated at high speed, becomes red hot, and a piece of Ferodo brake lining can be run on the red-hot rim for eleven minutes. So far, no other material has been found to stand this test.

Ferodo is used not only for brake-linings of all kinds—on cars, railway rolling stock, and machinery—but also for clutches. There is still exhibited in the testing house the first Ferodo clutch-lining, made for a Panhard racer owned by Lord Egerton and the Hon. Ivor Guest. Its leather clutch (which the Ferodo replaced) used to be burnt up in a single run. Ferodo is also used for shock-absorbers and for interleaving springs.

Incidentally, it may be mentioned that Mr. Frood is the author of various other inventions, including bicycle stands, Ferodo non-slip stair-treads, a razor strop, Ferodo material for boot socks, and a gramophone record brush which extracts needles from the sound-box.

A great feature of Ferodo, Ltd., is the large number of service depots in all parts of the country. In London, the familiar premises in Tottenham Court Road show in the window a picturesque working model of the old hut and water-mill.

Mr. Frood's original factory was situated at Bellevue near Manchester, and in 1902 he bought two large cotton-mills at Chapel-en-le-Frith. Later, entirely new works were built there. Recently, the demand for Ferodo brake-lining has much increased through the introduction of four-wheel braking, and has necessitated extensions at a cost of £70,000.

In front of the new building Mr. Frood has arranged in picturesque contrast a reproduction of the rural scene where he made his first experiments, with the original hut and water-mill, exactly as they appeared thirty years ago.



SINCE REPLACED BY THE PRESENT EXTENSIVE WORKS: THE OLD MILL WHERE FERODO FRICTION LININGS WERE FORMERLY MADE.

conventional surroundings, he devotes himself to inventing new devices or improving old ones.

Long before the days of the motor-car, the brakes of vehicles had for over a century been lined with all kinds of crude material, such as blocks of wood or lumps of leather. It was about 1896 that Mr. Frood began to observe the inefficiency of the brake-shoes used on horse-drawn vehicles, which was especially noticeable on the steep hills around his home in Derbyshire. Almost every day carters could be seen re-shoeing their brakes with bits of leather or old harness. He set to work to devise a substitute, and, after various experiments, he found that old pieces of textile belting, hardened and glazed from being used to drive looms in cotton-mills, proved very efficacious. Thus was evolved the Ferodo fabric lining.

At that time Mr. Frood was living three or four miles from Chapel-en-le-Frith, and through the grounds of his house ran a little stream that turned a water-mill. It was in a hut built above it that his early experiments were made, the water-power being used to test the durability and resistance of various substances. Having produced a special material, he then proceeded to manufacture it in quantity and to seek a market.

He approached the London General Omnibus Company (then running numerous horse-drawn vehicles), but at first they laughed at the idea of buying a special lining for brakes, as they always had so much broken harness available. He was able to prove, however, that the labour of frequently renewing the leather blocks, which soon wore out, cost far more than the price of Ferodo, and so he secured his first order, for 5000 pairs of brake linings. The material he supplied, since improved under his various patents, is still in demand for the brake-blocks of horse-drawn vehicles, and is still being supplied to some of his original customers.

originally with steel band brakes carrying small wooden blocks—a system which set up considerable heat. To overcome this, Mr. Frood had recourse to asbestos, and discovered a method of spinning it.



AMONG THE PICTURESQUE DERBYSHIRE HILLS: THE PRESENT FERODO WORKS, AT CHAPEL-EN-LE-FRITH, WITH THE NEW EXTENSIONS (ON THE LEFT)—A PHOTOGRAPH TAKEN FROM AN AEROPLANE.

This Light Six gives—

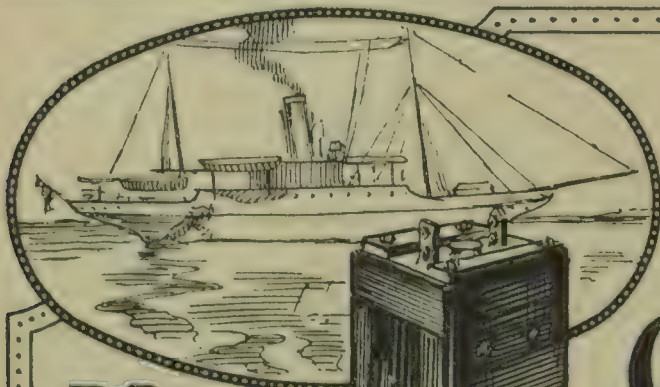
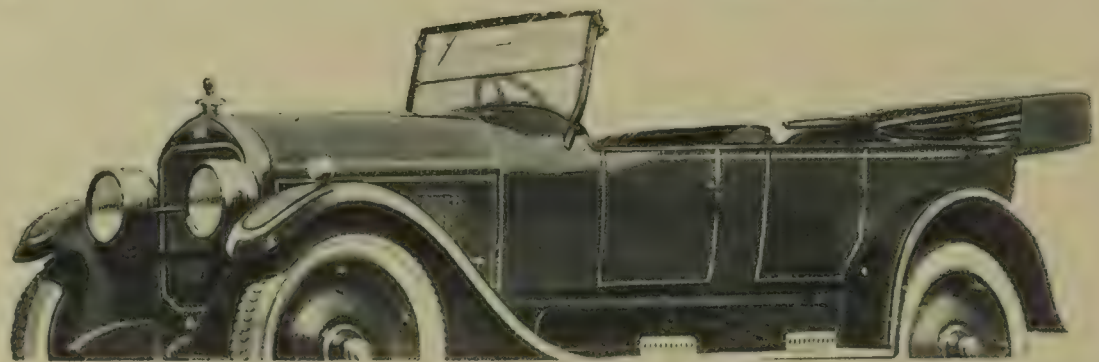
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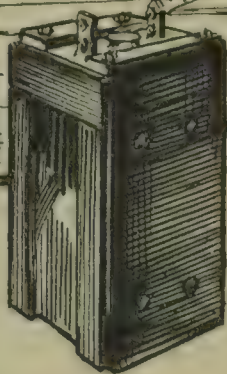
Brougham £450
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HERE is a carefully considered statement issued with a full sense of responsibility; the Flint Light Six—Durant's greatest achievement—is the very latest engineering development in fine car building at a low price. The embodiment in this car of the best possible material and the sound engineering way in which it is used entitles the car to take its place among cars of the highest rank. Full details are now available; write for them at once.

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St. John's Wood, London, N.W.8
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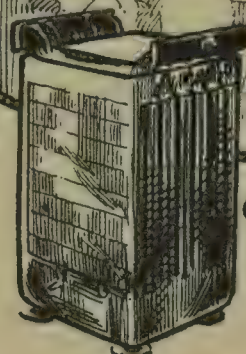
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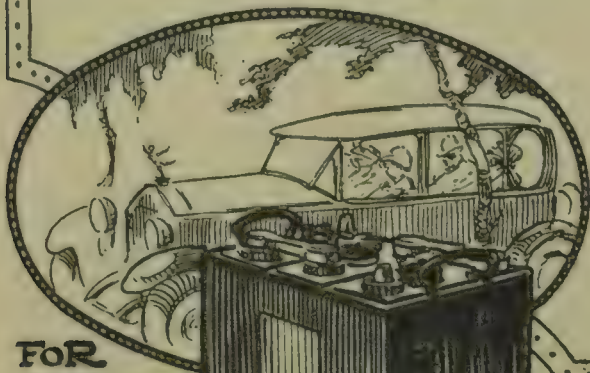
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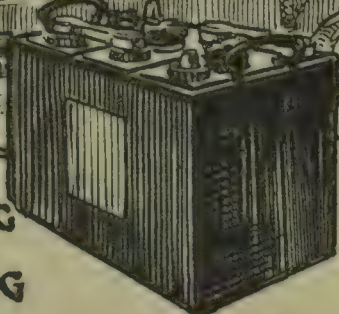
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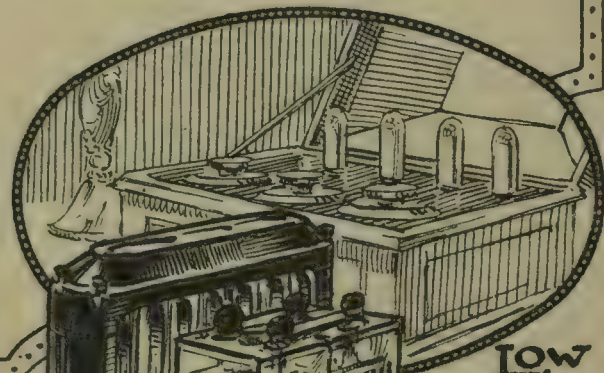
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Made at the Largest Battery
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COMPANY LIMITED.
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1, Bridge Street

Worrall Dyed VELVET

*The Queen
of Fabrics*

Manchester is the chief centre of the World's Cotton Velvet and Velveteen trade, and J. & J. M. Worrall Ltd. — established 1768 — are acknowledged to be the premier Velveteen Dyers of the World. With their associated companies they employ over three-quarters of the cotton velvet dyeing operatives of the British Empire.

When buying Velvet or Velveteen, the best guarantee of satisfaction is the name Worrall on the selvedge.

Velvets branded with the stamp WORRALL "SUNVETO" on the selvedge carry the guarantee that they are Fast both to Light and Rubbing, are not affected by perspiration, and, therefore, do not require lining to prevent discolouration of underclothing.

Velvets branded with the stamp WORRALL DYED FAST TO RUBBING on the selvedge carry the guarantee that the colour will not rub off the pile on to delicate fabrics, such as lace, collars, gloves, handkerchiefs, etc.

Velvets branded with the stamp WORRALL PRINTED on the selvedge carry a guarantee that the Printing and Finishing are of the highest character and workmanship.

WORRALL DYED VELVETS can be obtained from Department Stores, Drapers, Costumiers and Milliners all over the World.

THE WORLD OF WOMEN.

THE KING and Queen's return makes things much more season like, and from the opening of the Royal Academy Exhibition the activities of the social



A captivating beach toilette which will be seen at the fashionable plages this summer. It is of leaf-green taffeta, the tunic being trimmed with multi-coloured silk fringe, and the cloak, cap, and bag with ruffled frills in every colour of the rainbow. It hails from Marshall and Snelgrove, Oxford Street, W. (See page 862.)

world will begin in earnest. Their Majesties are in splendid health and spirits; they ought to have a like holiday every year; they do require it. The Duke and Duchess of York being back and going about

as usual is another factor in an auspicious start; and Princess Mary Viscountess Lascelles and Viscount Lascelles intend being at Chesterfield House, and will entertain there. Prince and Princess Arthur of Connaught, at their house in Belgrave Square, will do the same. It promises to be quite a bright time.

Alexandra Lady Worsley, who acted as hostess to Princess Mary at Brocklesby Park in the unavoidable absence of the Countess of Yarborough through illness, is a god-daughter of Queen Alexandra, a sister of Countess Haig and of the Hon. Violet Vivian, Queen Alexandra's Maid-of-Honour for nearly a quarter of a century. Countess Haig was Maid-of-Honour to Queen Victoria first, and then to Queen Alexandra. Alexandra Lady Worsley is the widow of the Earl and Countess of Yarborough's eldest son, who was killed in action early in the war. She has no children. The Countess of Yarborough, who is recovering from an operation, brought 153 quarterings into the Pelham family, and is in her own right Baroness Fauconberg and Conyers, second in precedence of that rank.

There is something at once imposing and attractive about a wedding according to Jewish ritual. When Lord and Lady Swaythling's son was married to Lord and Lady Bearsted's grand-daughter at the New West End Synagogue in St. Petersburg Place, the rite was beautiful. The interior is very ornate and fine, and the decorations were of choice white flowers; the bridal canopy, under which the marriage takes place, was wreathed with arum lilies. The bridegroom stands alone under the canopy while the unseen choir sing. The bride is then brought to him, and the symbols of drinking out of the same cup and of the bridegroom breaking the glass are portions of a rite the music of which is beautiful. The bride is dainty, neat, pretty, petite, and very attractive-looking. Her wedding dress, made of the train in which her mother was married at the Mansion House when Lord Bearsted was Lord Mayor, suited her well. It was simple and handsome, and the lace train light and girlish. The guests included some of princely rank, a good representation of the Diplomatic Corps, and many of light and leading. Lord Bearsted is said to be the richest Peer in England, and Viscount Cowdray the second richest. Both are right men to possess wealth, for they use it well. Lord Bearsted's eldest son, father of the bride, won his D.S.O. and was killed in the Great War. Lord Cowdray's sons were all in it, and one gave his life. They are patriotic as well as philanthropical, and their good works proclaim great generosity.

The King and Queen will have an opportunity of hearing "No No Nanette" when they attend the great matinée at the Palace Theatre on the 5th in aid of the British and Foreign Sailors' Society, and a great assemblage will have the pleasure of seeing their

(Continued overleaf)



This attractive jumper is fashioned of rayon bouclette bordered with rayon in artistic colourings. It must be placed to the credit of Debenham and Freebody, whose salons are at Wigmore Street, W. (See page 862.)



"THE BRASSEY"

ROBERT HEATH'S, Ltd., of Knightsbridge, newest "Pull-on" Sports Hat in their superfine quality Felt. Absolutely waterproof, very light in weight, the brim will withstand the wind and roll up for the pocket. A very distinctive hat, it is quite different from anything yet designed, with the new pleated back and wing brim, which being patented (No. 218580) cannot be obtained elsewhere. Sizes 6½ to 7½. In black, castor, tabac, tau, Cuba, beaver, nigger, light grey, carbon, white, cinnamon, new saxe, mignonette green, mauve, navy, rust, champagne, light purple, and bright chestnut. Price 37/6

PATENT No. 218580. Proceedings will be taken at once against anyone infringing this patent.

A selection of any Hats sent with pleasure on approval, on receipt of reference or cheque will be returned if not approved.

New Illustrated Spring Catalogue on application post free.

N.B.—Robert Heath, Ltd., have no agents or branches, therefore their well-known hats can only be obtained from the address given below.



By Appointment.

ROBERT HEATH

of Knightsbridge.



By Appointment.



"So that's where my RONUK Floor Polish has gone!"

"Sorry, dear, but when Somebody carelessly runs out of RONUK Furniture Cream and takes my RONUK Car Polish as a substitute, it's up to me to retaliate!"

RONUK

SANITARY FLOOR POLISH

"The Brightest Shine in the Shortest Time"

is given by

**RONUK
BOOT POLISH**
It is the Best.

2d., 4d. and 6d. per tin.

will clean and polish almost everything—and do it well. There is an appropriate "RONUK" preparation for each purpose, but everyone can find a use for the blue and white 'Floor' tin. The contents are so quick and easy to use that 'ronuking' is one of the most pleasant duties of the home.

Sold Everywhere.

NOW 2½d., 4½d., 6½d., 10d., 1/2 and 1/6 per tin.
RONUK, LTD., PORTSLADE, SUSSEX.

ONLY ADDRESS:

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POST FREE TO-DAY.—HAMPTONS' NEW BOOK, "SPRING 1925," illustrating, in colour, the latest productions and best values in tasteful FURNITURE, CARPETS, FABRICS AND OTHER HOME FURNISHINGS.

HAMPTONS' Dining Room Furniture

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(Continued)

Majesties after their holiday in sunny climes. The society was plunged into financial difficulties through extra expenditure in the war. Twenty-five thousand pounds are needed for the Prince of Wales Sea Training School, and fifteen thousand for helping seamen all over the world. Nothing can be begrudged to our splendid sailors. The "No No Nanette" company with one accord offered their services, despite the strain that playing six nights and two matinées a week places on them. Even the members of the chorus refused offered pay for the performance. The occasion promises to be a record success.

Brook House is, it is stated, once again to be a centre of hospitality under the régime of Lady Louis Mountbatten, who is to occupy it this season. A ball will be given there for the coming-out of Miss Mary Ashley, Lady Louis's only sister. It was the scene of the coming-out ball of Lady Marjorie Beckett, who was then Lady Marjorie Greville, elder daughter of the late Earl and of the Dowager Countess of Warwick, who took Brook House for that season. Lady Marjorie will probably not herself present her step-daughter, Miss Pamela Beckett, because of the death of her mother, the late Viscountess Helmsley; but she will make her début this season, probably chaperoned by one of her three married sisters. Brook House was a setting for some fine balls and entertainments when the late Lady Tweedmouth reigned there. She was one of the most noted sportswomen of her day, one of the handsome daughters of the seventh Duke of Marlborough. Her family consisted of one son, the present Peer, who has two daughters, the elder Mrs.



A swimming suit which is distinctive and practical. Fashioned of emerald wool stockinette, panelled with Bulgarian embroidery and completed with a silk tassel, it may be studied in the salons of Marshall and Snelgrove, Oxford Street, W. (See page 862.)

Heyworth-Savage, and the younger now about nineteen and a forthcoming débutante.

The late Mr. Rochfort Maguire will be missed at race meetings, at the principal of which he was a familiar figure, as was his wife, the daughter of the late Viscount Peel, and a lady well known and greatly liked in our most exclusive circles. Always individual in her taste in dress, she was invariably a noticeable figure in any smart assemblage. She is tall and dark, handsome, clever, and kindly. Her eldest brother is Viscount Peel, whose wife is the only surviving daughter of the first Lord Ashton. They have a son and a daughter. The Hon. Sidney Cornwallis Peel, D.S.O., who is married to one of Earl Spencer's sisters, is her third brother. The Hon. Arthur Peel, who married a half-sister of Earl Beauchamp, is her second brother, and he has a son and a daughter. The fourth brother, the Rev. and Hon. Maurice Peel, gave up his Vicarage of St. Paul's, Beckenham, to be Chaplain to the Forces in the Great War, during which he was killed in action. His wife had predeceased him. They also had a son and a daughter, in whom the Hon. Mrs. Rochfort Maguire is greatly interested. The Hon. Agnes Peel married, at Sandy, Beds, Mr. C. I. Goldmann. She is a Lady of Grace of St. John of Jerusalem, and has the Order of the Royal Red Cross, having served as nurse in military hospitals in the South African War.

The unveiling of the Zeebrugge Memorial was attended by a number of well-known British people, among them General the Earl and Countess of

Cavan, Flag-Lieutenant Billiard-Leake, acting in that capacity to Admiral Sir Sidney Fremantle at Portsmouth, who took part in the epic of Zeebrugge, lost his pretty young wife a short time before the unveiling of the memorial. She was loved by all who knew her. They were a very popular young couple, and her death was much deplored. St. George's Day was more observed than usual this year, partly because of Zeebrugge bringing it to mind. The rose as its emblem is not easily attainable at this time of year; possibly some less expensive badge might be substituted, for it is all to the good to preserve such anniversaries.—A. E. L.

Spring-cleaning is in full swing, and the two famous polishes, Stephenson's floor polish and Stephenson's furniture cream, should never be omitted from the household list, especially at this season. Stephenson's floor polish, besides giving a brilliant, hard and lasting polish with the gentlest rub, is also antiseptic; this should be remembered when refurbishing up corners which seldom get properly cleaned. Used regularly, it adds many years to the life of linoleum. It need only be applied once a week, then a daily rub with a duster wrapped round a broom is quite sufficient to bring it up like new again. Stephenson's furniture cream is almost miraculous in the way it removes that dull, grubby look from furniture, and makes it brilliant and sparkling with life again. Many housewives declare that Stephenson's has brought to light hidden beauties of grain and workmanship in their furniture of which they were quite unaware. It has another advantage in that it will not fingermark.

Everyone should take advantage of the fact that the well-illustrated brochure of the season's fashions with an artistic cover reproducing a famous Gainsborough portrait, issued by Woolland Brothers, Knightsbridge, S.W., will be sent gratis and post free on application to all who mention the name of this paper. Among its pages may be found frocks and wraps for all occasions and at every price. A sleeveless restaurant frock in crêpe-de-Chine and satin, beautifully embroidered in beads, may be obtained for 8 guineas, and a well-tailored coat frock in two shades of wool marocain is only 4 guineas. Well-cut golf skirts in many-patterned tweeds are available for 25s., and a perfectly fitting wrap coat in soft tweed faced with bands of repp can be secured for 75s. 9d. Splendid investments for sports and motoring enthusiasts are cardigans built of natural cham- ois, which are obtainable for 69s. 6d.

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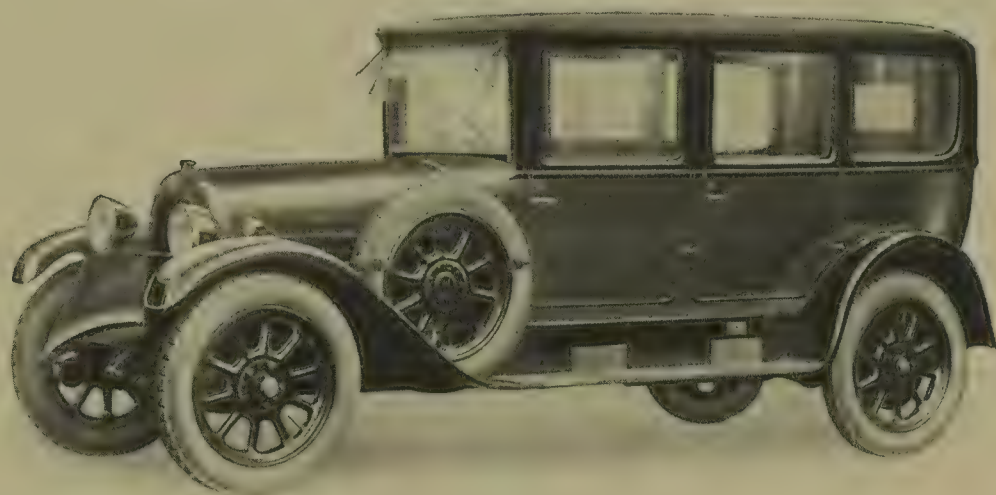
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THE WORLD OF MUSIC.

THE British National Opera Company is having an interesting spring season at the Golders Green Hippodrome, which is more or less accessible to most Londoners. After two weeks at Golders Green, the B.N.O.C. will probably move to the Chelsea Palace, which will be still more accessible. I am writing this before having had a chance to hear any of the Golders Green performances, but all the operas being performed are familiar items in their repertory, with the one exception of Mr. Holst's new opera, or musical interlude, "At the Boar's Head," which, with Puccini's "Gianni Schicchi," forms part of a double bill.

So far, Mr. Holst has not been very successful in his incursions into opera, and at first sight he does not seem to have done any better this time. He has, to begin with, violated one of the first principles of dramatic construction. He has taken a scene from Shakespeare's "Henry IV.," a scene of bustling comedy which lasts about a quarter of an hour, and stretched it out to about four times the length, setting Shakespeare's actual words to an ingenious musical carpentry of folk tunes. Now we are often told that swiftness is as much the essence of drama as brevity is the soul of wit, but personally I mistrust all theoretical rules in art. We have proof, in fact, that the most tremendous and poignant dramatic effects can be got by an almost unendurable slowness of pace. The most dramatic of all operas—with the exception of Mozart's "Don Giovanni"—are Wagner's "Ring" and "Tristan and Isolde." What is "Tristan and Isolde"—an opera abnormally long compared with the average Puccini and Verdi operas—but a single love-scene stretched through three acts? It may be objected that this is all very well for tragedy, that tragedy perhaps gains rather than loses by slowness of pace, but that in comedy a brisk movement is essential.

I admit that sounds plausible enough until we are asked to remember "Die Meistersinger." Here we have another opera of colossal size in which the scenes are drawn out to about four or five times the length they would take to play as drama; but can anyone say "Die Meistersinger" is not dramatic or exciting? The truth is that you can do anything you please if you are great enough. Wagner fills these immensely long tracts of space and time with the musical inventions of genius. But what is fatal is to embark upon one of these tortuous and circuitous voyages through space and time with insufficient baggage. Then, at every step he takes, the unhappy traveller will look poorer and more wretched until towards the end of his journey

the composer who set out looking quite well equipped and presentable will have turned into a poor destitute wretch covering his nakedness as best he can with a few tattered shreds and scraps. This—allowing for a certain imaginative exaggeration—seems to have been the fate of Mr. Holst in his new opera, "At the Boar's Head," although it is generally admitted that his carpentry, his dovetailing of the folk-tune material, is very skilful. But by this time we are all agreed about Mr. Holst's skill; what we want to see is Mr. Holst's invention, his power of original creation. Even his most popular and successful work, the orchestral suite, "The Planets," is the work of a skilful eclectic rather than of an original musician.

Another English opera that is being performed by the B.N.O.C. at Golders Green is Mr. Vaughan Williams's "Hugh the Drover." This pleases me more than any other English opera I have heard, and I don't think anyone will have cause to regret who goes to hear "Hugh the Drover." The rest of the B.N.O.C.'s programme is made up of their well-known productions of Rimsky-Korsakov's "The Golden Cockerel," "The Magic Flute," "Othello," "La Bohème," "Samson and Delilah," and so on.

Further details are now announced of the Covent Garden season, beginning on May 18 with Strauss's "Der Rosenkavalier," Mr. Bruno Walter conducting. The four weeks' German season will include "Die Walküre" and "Götterdämmerung" from the "Ring," "Die Meistersinger," "Tristan and Isolde," and "Der Fliegende Holländer," which has not been heard for many years. Following the German season will be four weeks of Italian opera, including, with the obvious Puccini and Verdi favourites, several resuscitated, half-forgotten works, such as Giordano's "Andrea Chenier," Ponchielli's "La Gioconda," and Donizetti's "Lucia di Lammermoor."

As an example of the way in which John Sebastian Bach is becoming a source of inspiration to writers, there is published this month by Messrs. Chatto and Windus "The Little Chronicle of Magdalena Bach" (1s. net). This book, which is published anonymously and is dedicated to "all who love Johann Sebastian Bach," purports to be a chronicle of the life of J. S. Bach written, after his death, by his second wife, Anna Magdalena Bach. It is charmingly written in a style which, without being affected or strained, suggests the period and the simple piety of an attractive Protestant German woman of the eighteenth century. It takes the form of an account of Bach's life at Cöthen, Mülhausen, Weimar, and Leipzig, and of his children and pupils. Actually, it is an imaginary

panegyric on Bach's greatness as a composer and goodness as a man by his bereaved wife written by someone who obviously hero-worships Bach. It suffers from the vice common to all panegyrics that they stimulate in the reader scepticism and boredom rather than enthusiasm for the object of admiration. Nothing is more difficult to do than to praise so as to awaken a sympathetic response in the listener, and I do not think that the author of "The Little Chronicle of Magdalena Bach" has succeeded in this extremely difficult task.

Human nature is very cunningly constructed—so cunningly, in fact, that all direct assaults upon our enthusiasm or sympathy are doomed to failure. The portrait drawn of John Sebastian Bach is not convincing. We have here a figure too much of a piece, too satisfactory and harmonious a construction to be anything more than an admirable piece of clock-work. And this is in spite of the fact that the author has been aware of the danger of making a Sunday School hero of J. S. Bach, and is at pains to insist upon his obstinacy and bad temper. But it is not by an intellectual perception of moral defects that one restores balance and gives life to a character, but by a sympathetic participation in his vices. The great creators of character, such as Tolstoy, attain their vividness through an active participation—if only an imaginative one—in the vilenesses or weaknesses of their heroes. In the case of an historical figure like J. S. Bach, of whom very little but his music and certain facts of his life is known to us, a tremendous effort of imagination is called for to discover, to create if you like, those qualities which as a human being he must have possessed, but which are masked, or turned unrecognisably into art, in his music.

We do not know what sort of a man Bach was; we know far less of him than, for example, we know of Beethoven or Wagner, and we have only to consider Wagner to realise how little we could have reconstructed of the man from his music alone. Who would have suspected from his music the charlatanism, the trickery, the deception, the make-believe, the lying and sponging, the interest in ideas, the political and artistic idealism, and the love of luxury and display, and all the other traits that made up the man Wagner? For me, the portrait of Bach in "The Little Chronicle" is quite inadequate and unsatisfactory; but one criticises the book with some reluctance since it has so obviously been a labour of love, and because it is written by someone who has a real understanding and feeling for Bach's music.

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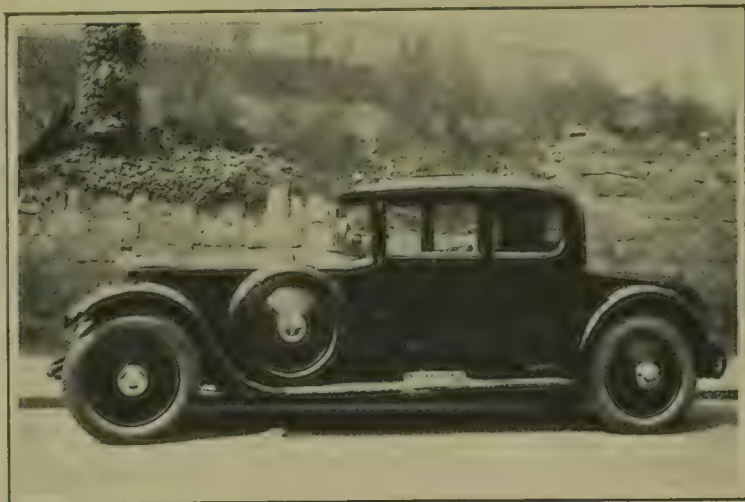
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of a change in fashion, or because trade has been driven from this country into the hands of foreign competitors for some reason or other. But so marked has been the quality of adaptability that, as one door was closed to the industrialists of Coventry, another has been opened by sheer pluck and business foresight. At one time Coventry was famous for its silk-weaving industry. It had no monopoly of this business, which it shared with Spitalfields and, at a later date, with Macclesfield. Then silk departed from Coventry, and today, I believe, there is only one firm in the city, Messrs. Cash and Co., who bulk at all largely in this one-time flourishing business. Then Coventry was



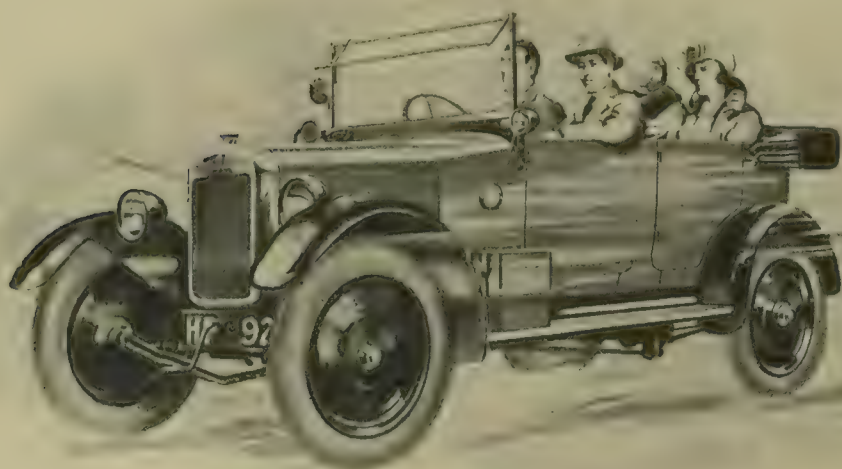
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After the bicycle, or it would be more correct to say, contemporaneously with it, came the motor-car to make Coventry the great centre of the British motor trade. There are certainly more complete cars and car units turned out in Coventry than in any other centre of the British Isles. Such great establishments as those of the Daimler Company, Rover, Armstrong-Siddeley, Singer, Calcott, Standard, Humber, Swift, Maudslay, Riley, Hillman, and half-a-dozen others of greater or less importance, all have their headquarters in Coventry. What this great industry has done for the city is beyond computation, while its contribution to the present-day reliability and all-round excellence of the motor-car is incalculable.

I have forgotten how many times I have been to Coventry—at one time I used to visit the city every fortnight—but I never go there without finding something new and interesting to see and hear. I often hear people say that British cars cost too much money. When I do I always want to advise them to go to Coventry, with a proper introduction to a firm like Rover or Daimler, so that they may be shown through the works and the laboratory, and see for themselves how those cars are made. If they would only do that they would come away marvelling, as I do myself, not that cars cost so much, but that they actually cost so little. The thousands of intricate and delicate operations that go to the building of a "class" car, the meticulous care taken in testing, gauging and examining the smallest parts and details, are a revelation to everybody who sees the processes for the first time. Even the seasoned visitor always finds something which gives him to wonder how and why it is all done. To my mind, there is

[Continued overleaf.]

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Continued.

nothing much more interesting than to make a detailed tour of such a place as one of the great Coventry factories, and to watch the evolution of the motor-car from the raw material to the finished motor-car.

Anti-Dazzle Lenses.

Now that we have summer time with us again, the question of dazzling headlights is receding into the background. Nevertheless, the problem is not dead, but only sleeping, and it is therefore not out of order to record my experiences with a pair of "Parabolite" lenses which I have been using [for the past two months. These lenses are cast with a plain band of clear glass across the centre, while the upper and lower parts are prismatic in design, the concentric prisms being so constructed that the light beam is kept flat and the main light does not rise more than five feet above the road-surface level, if the lamps are properly set. The result is that you get a very long and intense light on the road, while there is very little dazzle caused: so little, in fact, that I have found that motorists—those of them who affect the use of

the dimmer switch—dim their lights when meeting me; and, though I leave my headlights full on, I have



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The Commonwealth Premier is an ardent motorist and golfer; and it is only eleven years ago that he rowed in the winning Cambridge Eight in the University Boat Race.

seldom met one who has switched on full power again. That seems to indicate that these lenses actually do cut out the objectionable glare, and, as the cost of them is only a few shillings, they are certainly well worth trying.



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OWN · A · SINGER · AND · BE · SATISFIED

The Court-Treatt Cape-to-Cairo Motor Expedition. The following is an extract from the last letter received in London from Major C. Court-Treatt, F.R.G.S., F.R.C.I., who left England in August last to attempt the Cape-to-Cairo journey by motor car. The letter is dated March 8, and is written from Wankie, about 200 miles N.W. of Bulawayo—

Really words fail me! I never believed it possible that cars could do what these have done. People here are frankly amazed and cannot make it out at all. Seven different motorists, mostly —s and light cars, all tried to get out to us and stuck in the mud. We got through from our last camp in three hours. The Crossleys are creating the greatest excitement, and people are trekking in from miles round to see them. They all seem to think we must have some wily gadget up our sleeves, and are amazed to find that it is just a simple but really good car. I haven't had to touch a nut since Bulawayo, under what are admitted to be the worst conditions a car can be put to. Imagine 2½ inches of rain in six hours, on mud tracks soaked already with two months of steady rains. Mud, sand, rivers, rocks, wagon-ruts, forest, and grass 12 feet high—they tackle them all smiling. I feared that after the strain we have had to put on them once or twice with the block and tackle something might have been strained, but, after lining up carefully here, I find they are not a sixteenth out anywhere. The engines run as if they were just out of the factory. You may tell Crossleys that I am absolutely and utterly confident of getting through.

To What Good End?

A well-known English driver has recently succeeded in setting up all sorts of new records on the Montlhery track, near Paris, driving a big racing car, the power unit of which is an enormous airship motor rated at 300 h.p. From a spectacular point of view such records are wonderful, no doubt. From that of the driver himself, there is unquestionably the satisfaction of having done something which has never been achieved before. But there the whole thing seems to end, because I fail utterly to see what good purpose is achieved by setting up records by the mere aid of brute force alone. It seems to me to be obvious that if you can instal, let us say, a 1000-h.p. Napier "Cub" motor in a heavily designed chassis, the actual speed to be attained is probably limited only by the capacity of the driver to "sitck it" for the

[Continued overleaf.]

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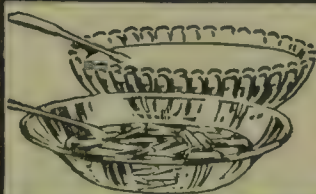
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(Continued.)

requisite number of seconds required to get going, cover the measured mile, and pull up. Having done it, what is proved? Simply that by using a sufficiently big motor you can attain phenomenal speeds. There is no theoretical limit to the speed to be achieved by installing engines sufficiently large in dimensions to give off the horse-power required. Of course, there is a practical limit, which is measured by the strength of the materials employed in the chassis, and particularly in the transmission. Tyres, too, are distinctly a limiting factor, because it is very doubtful if the tyres are made that will stand up to much over 150 miles an hour. It is quite possible that the tyre-makers can design something that will stand even 200 miles an hour on a heavy car, even if they have to come down to some modified type of solid tyre, bolted directly through the rims, to do it. But, even so, the question still to be answered is: Of what use is it to the development of the touring car? I am assured that it does help in that development, but I am so obtuse as to be quite unable to see how and why. I can understand the immense bearing on that development which present-day road-racing practice has had, and still may exercise. The touring car of 1925 is immeasurably the superior of that of four years ago, thanks mainly, I believe, to the lessons learned in racing cars of small engine capacity. I entirely agree that, when cars of no more than 1500 c.c. cylinder capacity are so developed as to be capable of sustained speeds of well over 100 miles an hour, they are exercising a marked influence on the design of the touring car of to-morrow. Take the example of the three Talbot-Darracqs which took all three "places" in the first 200 miles race at Brooklands. Their speed then was in the region of 83 miles an hour for the distance. They repeated the performance again last year at over 100 miles an hour. The improvement in speed, which means an improvement in engine and car efficiency, was in the region of 20 per cent. in three years. Of course, we don't want 1½-litre cars that will do over 100 m.p.h. on the road, but we do realise that such a performance as I have indicated

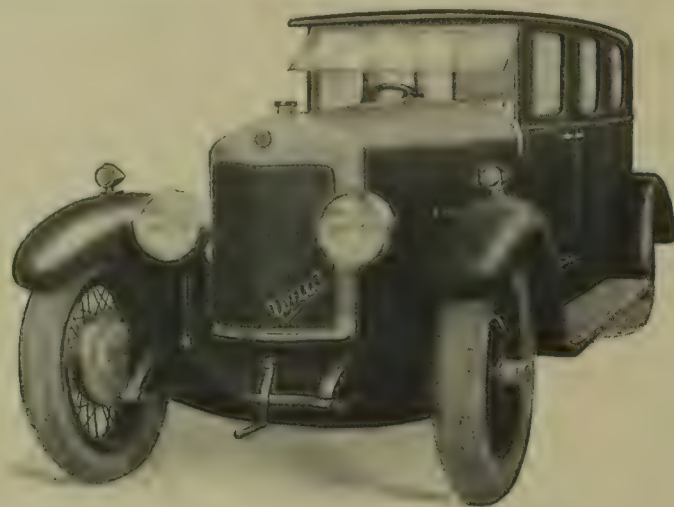


WHERE DICK TURPIN RODE PAST ON BLACK BESS: A 40-H.P. SIX-CYLINDER FIAT SPORTS MODEL NEAR THE OLD SPANIARDS INN ON HAMPSTEAD HEATH.

The famous "Firs" on Hampstead Heath, adjoining the Spaniards Inn, is a well-known landmark with Londoners, from which a magnificent panoramic view delights the eye. The car is the latest 40-h.p. six-cylinder Fiat sports model, fitted with front-wheel brakes, and one cannot help thinking that, much as Dick Turpin admired his Bonnie Black Bess, he would have chosen this greyhound of the road as he dashed past the Spaniards Inn on his historic ride to York.

must of necessity be reflected in touring-car design. That is what I call useful racing; but I cannot regard records set up and races won on cars driven by enormous air-ship and aeroplane motors as ministering to anything but the gratification of the drivers. It is idle to pretend that they have any bearing on development.

Tram and Omnibus Speeds. At the present moment there must be hundreds, almost literally, police traps and "controls" working in various parts of the country. Every week-end hundreds of motorists are pulled up for exceeding the speed limit, summoned, and fined usually more than is taken from the brute who buries a dog alive. Yet among all the motoring cases I do not recall a recent one in which the driver of a tramcar or a motor-omnibus has been fined for excessive speed. By excessive speed I do not mean dangerous driving, but the mere technical offence of exceeding the twelve miles limit imposed by law on these vehicles. It is not that I am at all anxious to see these men brought within the range of the police persecution of the motorist generally, but it does strike one as being a little peculiar that they invariably escape the speed traps, although they both habitually drive at 100 per cent. faster than the law allows. Every motorist of experience has repeatedly checked the speed of both types of vehicle, and it is a very usual thing to find them travelling at speeds in excess of 25 miles an hour. Yet when the private car travels at 50 per cent. over the limit, and there is a trap working, it means a summons and a fine. Is there a tacit understanding between the police and the companies, or the drivers; or is it that prosecutions would not be as profitable as in the case of the private owner? Years ago a pioneer motorist who had been the victim of police tactics ran his own private trap on one of the West London tramway routes, and succeeded in getting certain convictions against tramcar drivers for exceeding the twelve miles limit. I am not in favour of this sort of thing, but I should really like to know why things are as they are.—W. W.



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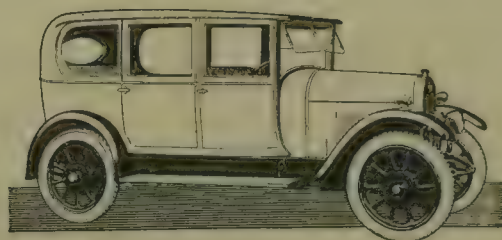
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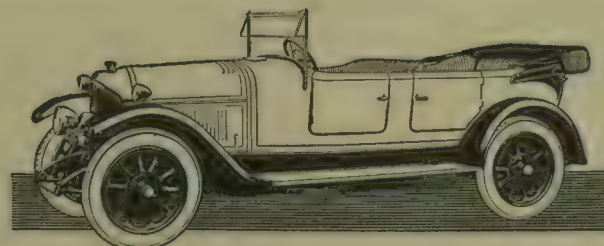
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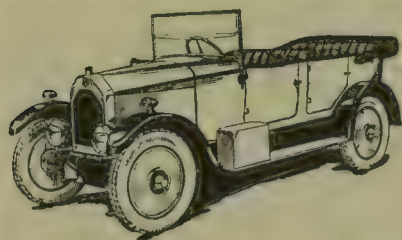
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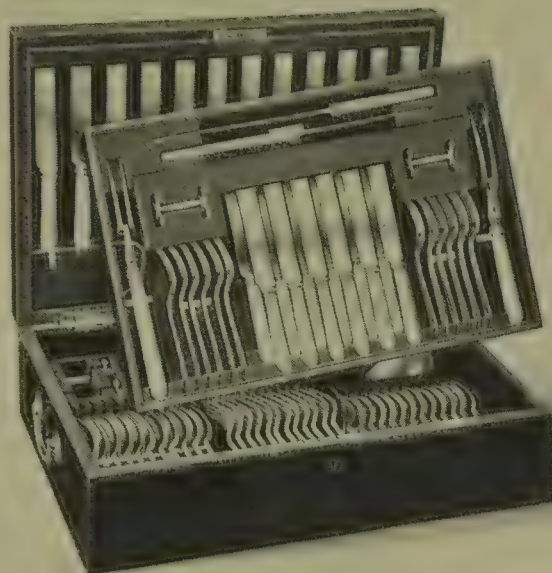
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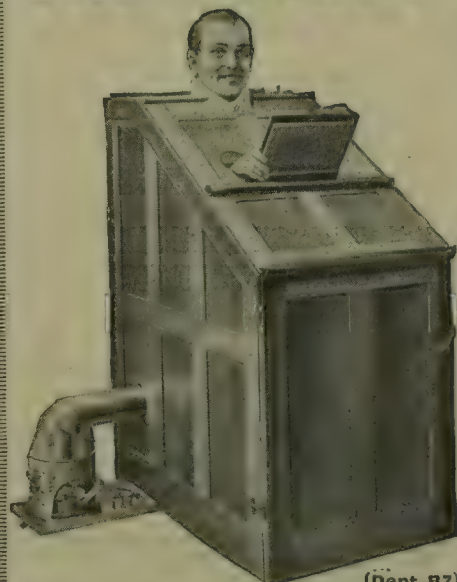
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THE WORLD OF THEATRE.

ON FARCE—"CAESAR AND CLEOPATRA."

THE writing of great farce is a feat of genius most rare. Molière and Cervantes, as Hazlitt tells us in one of his brilliant essays on the distinction between genius and talent, were both great farcical writers. If we care to look round our theatres to-day, we have more than one illustration of the sorry devices the playwright is put to in order that he may spin out his farcical plot to fill the three hours' traffic of the stage. In one instance, sentimental ballads are dragged in with disastrous results; in another the author has to rely on the behaviours of a moustache that will slip and a telephone bell that will not ring. Yet nothing is so easy to stimulate as laughter. A gusty March wind which in its wayward course blows over an old woman's apple-stall, or carries away on its tantalising tide a man's hat, will set all in the neighbourhood laughing. This is the most primitive form of farce. It is the laughter let loose by an unexpected happening. But, though laughter may be easily stirred, it is not easily sustained. In the simplest farce, relying only on incident which appeals to the comic sense in all of us, the writer must ever be alert for a new situation; his inventiveness and facility are taxed constantly, for the laughter to be sustained must be constantly fed with fresh fuel. It is essential, too, even on this plane of improbabilities, where we neither ask nor require fidelity to actualities, that the whole series of comic incidents be built on some logical plan. We must see one situation arising naturally out of the other, until the imbroglia of absurdities cracks our sides. Without this ground plan of logic, without the craftsmanship that can skilfully dovetail these incidents together into a coherent whole, we get a display of sheer foolishness. Absurdity loses its fun, and is merely banal—an insult to the intelligence. How often we meet this futile effort towards farce on the films!—and yet the cinema is, perhaps, the best medium of all for this knockabout incidental manner of farce. This was brought home very vividly to me when I watched the screen version of "Charley's Aunt." Here we have a classic farce of incident which, translated from the stage to the pictures, gains rather than loses, for all the comicalities incident on the chase of Spettigue are here elaborated with heightened effect. As a result, we get a genuinely

funny entertainment, which, when analysed, is simply the outcome of skill and fertility of invention to provide a sequence of logical absurdities of situation, and the consequent laughter is as breezy and thoughtless as that we enjoy as we watch the capers of an old man chasing his straw hat bowling merrily away on its edge.

But there is a farce of more moment, a farce which builds its superstructure of incident on foundations of serious thought, a farce which, though remote from life, is paradoxically so near that it functions like a criticism, a farce of character, where the fun springs not only from the happy knack of creating attitudes, but from the quick and sudden twists of dialogue, the sharp and penetrating observations wittily expressed, and from the elaborations and strokes of insight about a character. This is the farce of "Don Quixote"—a farce so embracing that it holds the world. This is the shrewd, sane farce of compelling thought and inspiration which Mr. Shaw, in his dedication to "Man and Superman," does not hesitate to place before the farce of either Shakespeare or Dickens. And Mr. Shaw is in the line of Molière and Cervantes—a born *farceur*. His agile mind amazes us not only by its uncanny, topsy-turvy powers, but by its ability to hit the mark of truth during its gyrations. His high spirits, his gay love of paradox, his witty, startling, and infinite argumentativeness, his constant assaults, his ever-changing moods of raillery, perversity, and contempt—these are the elements so bound up in him which make his farce notable as well as enjoyable.

And we owe a debt to Mr. Barry Jackson for his revival of "Caesar and Cleopatra," which has lain idle for some twelve years. The younger generation will not remember the wonderful performance of Sir Johnston Forbes-Robertson at the Court Theatre—one of the vivid memories of my playgoing time—and to these it will have the merit of a new play. Has it dated? I can almost hear the inevitable question. What if it has? It can never grow dull and musty whilst men can appreciate wit and wisdom, irony and paradox, construction and characterisation, and while we have such a splendid company of players as you may see to-day at the Kingsway. The new feature

in this production is the prelude spoken by the Great God Ra—truly and characteristically Shavian, and well delivered by Mr. Lewin Mannering. We meet this Caesar—not the Caesar of Plutarch or of Shakespeare, the man of action—but Caesar the artist, whimsical, odd, lonely, benevolent and wise, a victim of his time, compelled to bear the arms of a soldier. There is sufficient historical groundwork for the figure to be acceptable, and enough of Shavian spirit to make him live. And Cleopatra is his pupil. How delicious and engaging, how impudent and amusing, how gracious and charming you can only realise by watching the performance of Miss Ffrangcon Davies. This Cleopatra is wholly Shavian—that is, she has no historical counterpart; but what an excellent dramatic foil she makes to the ironic solemnities of this declamatory and posturing Caesar! Yet she is wholly consistent, and all you are left to do is to sit and laugh heartily at this comic pantomime. Her growth into the woman, spiteful and spoiled, is so natural, so persuasive, so true in its excellent interpretation, that you do not question, nor hunt up your schoolroom ideas to challenge credibility. No; this is the play which, by the energy of its own genius, its fecundity of ideas, its logical structure, its light badinage and persiflage, creates its own credibility and delights us wholeheartedly. The Caesar of Mr. Cedric Hardwicke is an equally admirable study, richly humorous, sure in gesticulation, and amusingly comic in its solemnities. Though it lacks some of the subtlety and fine irony that Sir Johnston Forbes-Robertson was able to endow it with, it remains, nevertheless, a fine piece of work. Then there is the splendidly comic study of Britannus by Mr. Scott Sunderland, the equally amusing and clever Apollodorus, Caesar's English secretary, by Mr. George Hayes, and the fiery dragon of a nurse by Miss Marriott Watson—to name a few of the splendid company—who are like so many ignition strips to the explosives of laughter that strew the play from the curtain rise to curtain fall. No word of praise can be too much for Mr. Paul Shelving's stage settings, so simple and effective; and the whole production has a peculiar beauty and an attractiveness that should make the Kingsway a Mecca not only for Shaw devotees, but for all who take pride in a clean stage, for it offers good acting, and a play where there is a wind blowing of healthy, invigorating tonic laughter.

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and he realised that to find a suitable domestic cure would be to do a big service to civilisation. Now in Sir William Veno's own family was a physician who was having astounding results in nervous cases from the use of a prescription of his own. The remedy was available for the use of the Veno Drug Co., Ltd. It was adopted, experimented with, and improved in many ways,



A photographic view of the front elevation of the Offices,
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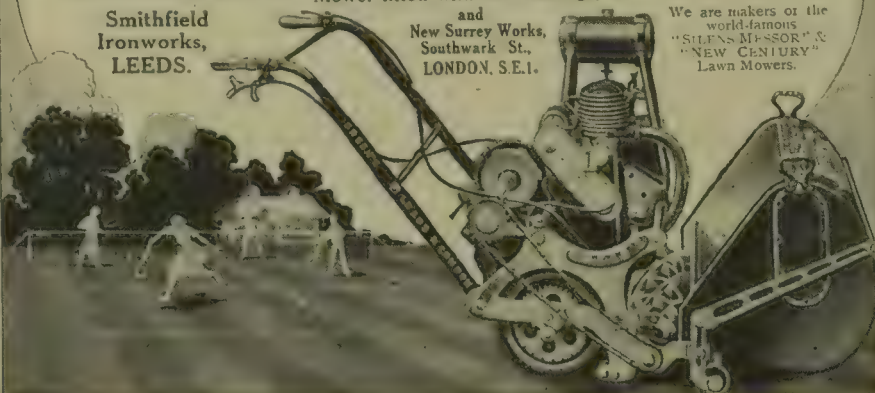
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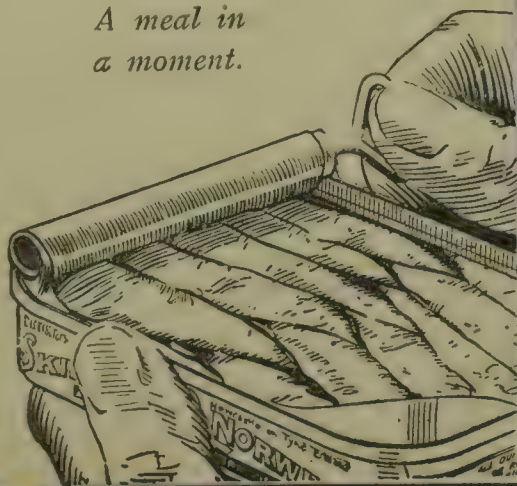
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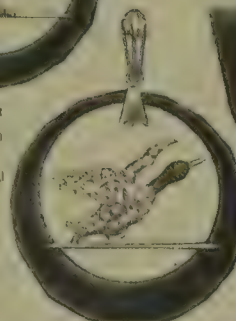
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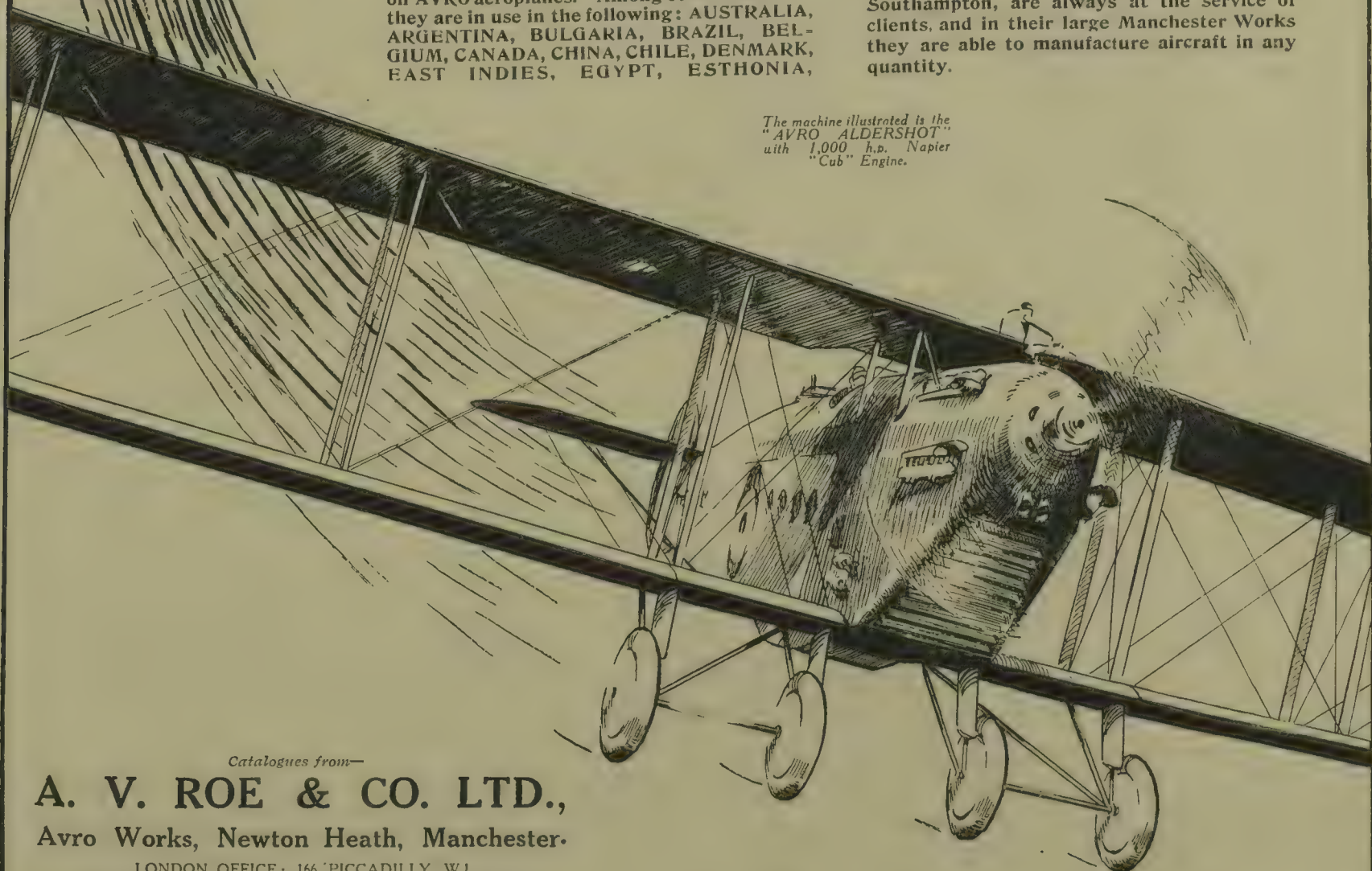
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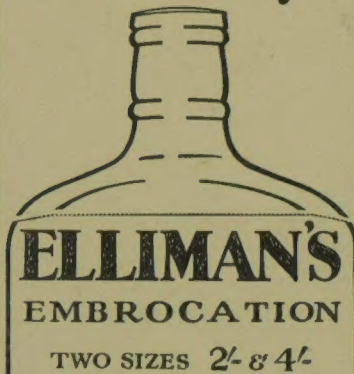
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